

Allene, a 35-foot cruiser, built by Purdy, and powered with 2 F-6 Scripps motors, which makes 24 miles per hour



GOLD CUP NUMBER

This issue of MoToR BoatinG is published several days early in order that we may tell our readers of the plans for the Gold Cup Regatta to be held on Manhasset Bay, Port Washington, Long Island, N. Y., August 21 and 22. Without question this year's races are to be the biggest and most successful of any ever held anywhere. As we go to press over 100 entries have been received, and the indications are that there will be a total of over forty starters in the three heats for the classic A.P.B.A. Gold Cup. The racing plans are described on pages 9, 10, 11, 48, 50 & 52.

SEPTEMBER, 1926

Cover Design by

H. C. Murphy, Jr.



Vol. XXXIX

No. 3

C O N T E N T S

Gold Cup Entries Break Record.....	9-11-48-50-52	Air Drive for Boats.....	36-136
Argo	12	Comfy, An Able Cruiser.....	37-38-124-126-132
Savola Visits the Eastern Shore.....	13-15-138	Carl G. Fisher Heads New Montauk Yacht Club	39-180
With The American Racers In England.....	16-17	Huck Says, I Keeps Chap Sober in London...	40-41-116
Scamper, A Fine Cruiser.....	18-136	Small Motor Boats, Their Care, Construction and	
Patricia II, A Cruising House Boat.....	19	Equipment	42-45
Zingance II, A Speedy Houseboat.....	20	Prize Question No. 1—Building in the Running	
Lura M III, A Day Cruiser.....	21-136	Lights	42-43-110-112
Edamena IV, The Finest.....	22-23-80	Prize Question No. 2—Water Tight Side Cur-	
Twenty-Six Feet from Broadway		tains	44-45-112
24-25-158-160-162-166-168-172-178-180		The New Universal Superfour.....	46-120
Starting Them Early.....	26-27-134	Yard and Shop.....	68-140
Boyside Boats Beat Fog and Rain.....	28-30-80-108	The Gold Cup Program.....	48
Up and Down Glen Canyon of the Colorado		Racing Instructions.....	50
31-33-142-144-148-150-152-154		Specifications and Entries for Gold Cup Race..	52
Miles River and William Bigelow Are Hosts			
34-35-72-74-78			

Published monthly by the International Magazine Company, Inc., at 119 West 40th Street, New York, N. Y., U. S. A.
 WILLIAM RANDOLPH HEARST, President ARTHUR S. MOORE, Treasurer C. H. HATHAWAY, Vice-President
 RAY LONG, Vice-President AUSTIN W. CLARK, Secretary
 Single copies, 35 cents. Yearly subscription in the United States and Canada, \$3.00. In Foreign countries, \$4.00. When you receive notice that your subscription has expired it is best to renew it at once, using the blank enclosed. When changing an address, give the old address as well as the new and allow five weeks for the first copy to reach you. Copyright, 1926, International Magazine Company, Inc. MoToR BoatinG is fully protected by copyright and nothing that appears in it may be reprinted wholly or in part without permission.

Station WRMU Broadcasting

WRMU is A. H. Grebe & Company's marine radio station, installed aboard an acf cruiser and established for the purpose of broadcasting an eye witness story, hot from the griddle, of important motor boat and yacht races.



All Grebe apparatus is covered by patents granted and pending.



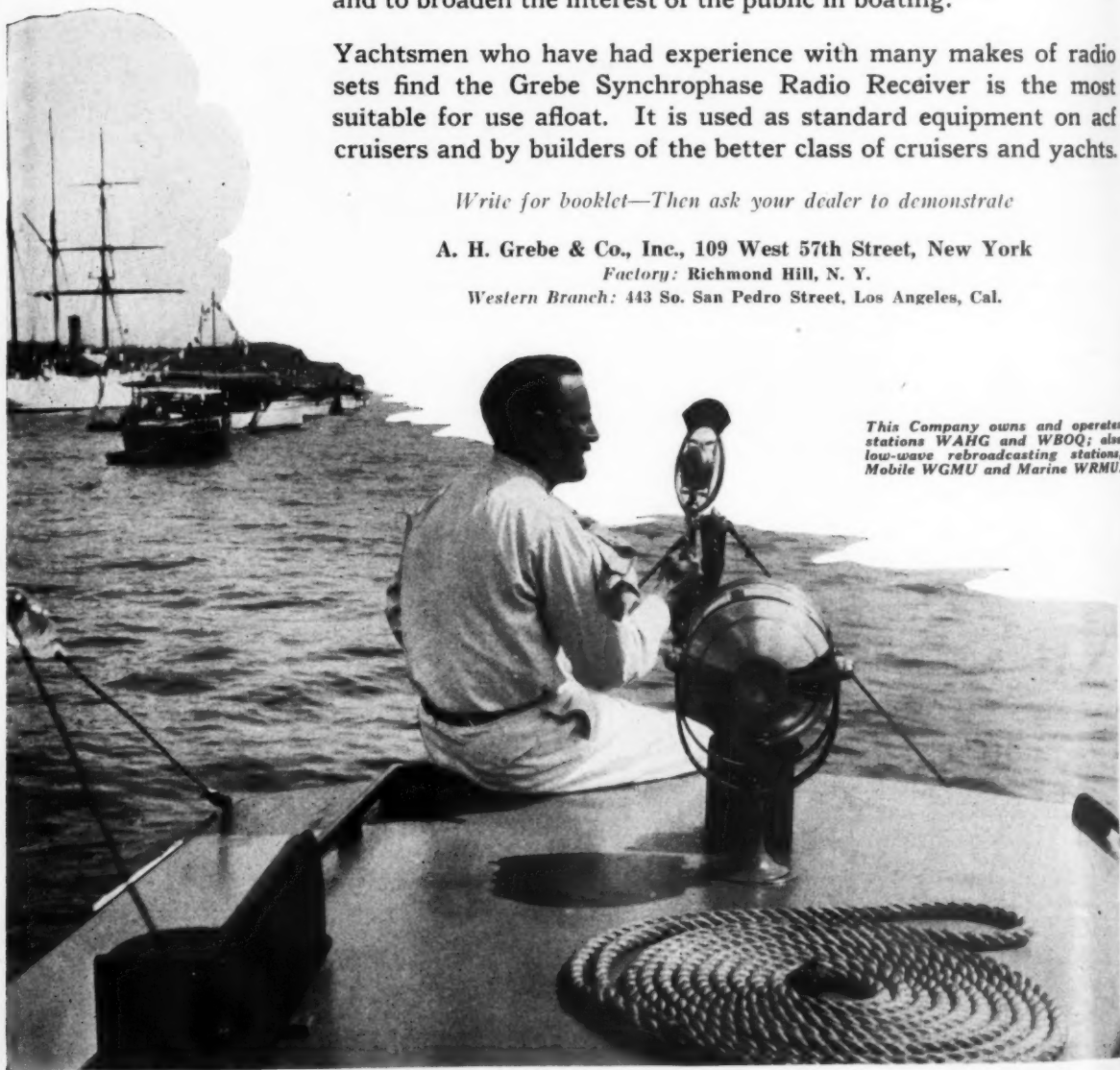
GREBE does this broadcasting of boating events as an act of service not only for the thousands of boat owners who have Grebe Synchrophase Radio Receivers, but to all radio enthusiasts, and to broaden the interest of the public in boating.

Yachtsmen who have had experience with many makes of radio sets find the Grebe Synchrophase Radio Receiver is the most suitable for use afloat. It is used as standard equipment on acf cruisers and by builders of the better class of cruisers and yachts.

Write for booklet—Then ask your dealer to demonstrate

A. H. Grebe & Co., Inc., 109 West 57th Street, New York
 Factory: Richmond Hill, N. Y.
 Western Branch: 443 So. San Pedro Street, Los Angeles, Cal.

This Company owns and operates stations WAHG and WBOQ; also low-wave rebroadcasting stations, Mobile WGMU and Marine WRMU.



GOLD CUP ENTRIES

Break Record

Fifteen Boats Entered for American Power Boat Association Championship—Eighteen Craft to Compete for Dodge Trophy—International 1½ Liter Boats and Biscayne Bay Baby Class Also to Compete

(See also pages 48, 50 and 52)



Rascal built especially to race for the Horace E. Dodge Memorial Trophy. This boat is owned and driven by Caleb S. Bragg and in trial spins has done better than 67 miles per hour on a straight-away

COMPLETE RACING PROGRAM

SATURDAY, AUGUST 21st, 1926

- Event No.
- 1 2:30 p.m.—1st heat Gold Cup 30 miles
 - 2 3:25 p.m.—Biscayne Babies—12 miles
 - 3 4:00 p.m.—2nd heat Gold Cup 30 miles
 - 4 5:00 p.m.—1½ litre class—12 miles
 - 5 5:30 p.m.—3rd heat Gold Cup 30 miles
 - 10-11 p.m.—Fireworks

SUNDAY, AUGUST 22nd, 1926

- 6 1:15 p.m.—1st heat Dodge Trophy—12 miles
- 7 1:45 p.m.—Biscayne Babies—12 miles
- 8 2:20 p.m.—2nd heat Dodge Trophy—12 miles
- 9 2:45 p.m.—Outboard Motors (Free for All)—3 miles
- 10 3:00 p.m.—Outboard Motors (Baby Buzz)—9 miles
- 11 3:45 p.m.—3rd heat Dodge Trophy—12 miles
- 12 4:15 p.m.—1½ litre class—12 miles
- 13 4:45 p.m.—4th heat Dodge Trophy—12 miles
- 14 *5:30 p.m.—5th heat Dodge Trophy—12 miles

*Note: The 5th heat will be run only if necessary to decide the winner.

FIFTEEN of the fastest boats ever built, representing a cost in excess of \$200,000, are entered for the competition for the American Power Boat Association Gold Cup, to be held on Manhasset Bay, Port Washington, Long Island Sound, August 21. Not only does this represent an enormous sum of money, but the craft are the result of brain work of the country's best naval architects and boat builders for a year's time. On the day following the Gold Cup Races, the same boats together with three others, costing perhaps another \$100,000 will compete for the Horace E. Dodge Memorial Trophy, over the same course. Between the several heats necessary to decide the Gold Cup and Dodge Trophy races, boats of the Biscayne Baby Class, and the International 1½ liter class

will race, and on Sunday, August 22, the little outboards from all sections of the country will fight it out for national supremacy. So from the standpoint of number of entries, quality of boats, and enormous cost of hull, and power plants, the 1926 Gold Cup Regatta will be the most elaborate of any motor boat racing event ever held in America or abroad.

Out of the fifteen entries for the Gold Cup races, twelve are new craft, which have yet to finish their first race, although three of the twelve started in the 1925 race, but on account of failures of power plant, did not finish.

The Gold Cup will be decided by three 30 mile heats, the boats being awarded points in each

Business end
of Rascal
showing ar-
rangement of
propeller and
rudder and the
boat's narrow
stern



heat, according to the number of boats defeated (see page 50) and the boat scoring the greatest aggregate number of points in the three heats being the winner. As the winner of the 1926 race will be allowed to decide where the 1927 events will be held, and as eight organizations will be represented by racing boats, competition will be keen to have the privilege of naming the location for next year's Regatta.

Of the clubs entering boats, the newly formed Montauk Yacht Club leads with six entries. As four of six Montauk entries have been built by the Purdy Boat Company of Port Washington, and in practice spins have demonstrated speeds far in excess of anything even before obtained in the Gold Cup class since the rules were changed in 1922, permitting only displacement boats to compete, the probabilities are that next year the races will be held on Lake Montauk, located in the new development of Carl G. Fisher at Montauk Point, Long Island.



The two 6 cylinder Chrysler engines installed in Miss Frolic

Miss Frolic entered by Walter P. Chrysler in the Gold Cup race. This boat was designed and is driven by Alec Johnson of New York

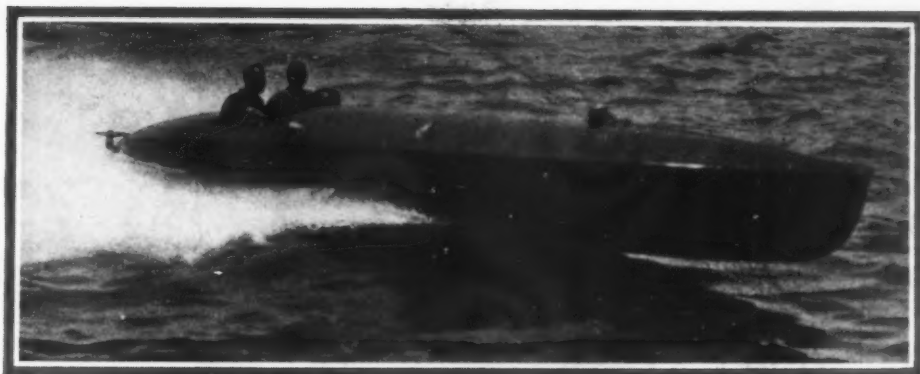
However, the outcome of this year's events is no certainty for the Montauk Yacht Club, as Horace E. Dodge of Detroit has four entries, representing his home town, and so it may be that the 1927 races will go back to Detroit, where they were held for so many years, until the Columbia Yacht Club with Caleb Braggs Baby Bootlegger took

the trophy to New York in 1924.

Florida, too, this year is making a strong bid to take the races a way from the North, where they have always been held since the Columbia Yacht Club first presented the trophy to the American Power Boat Association way back in 1904. Florida's entries this year include Sara De Sota, entered by Forest

Adair of Sarasota, and driven by that able seaman Fred Blossom of the same city. The other entry is Palm Beach days owned by Messrs. Wagg and Bigelow, and driven by the latter. Both of Florida's entries are fast, and have been thoroughly tried out.

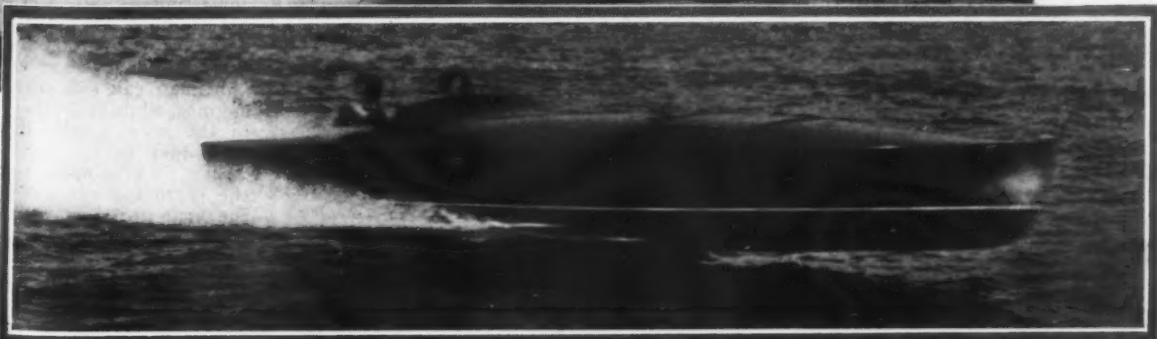
The Indian Harbor Yacht Club this years is challenging with Geo. H. Townsend's Greenwich Folly, a Nevin's built—Lord designed outfit, powered with a Packard motor.



Sara De Sota, the entry of Forrest Adair, is driven by Fred Blossom of Sarasota

Another new comer in the Gold Cup class year is Walter P. Chrysler, who is entering his Miss Frolic. This is a very novel craft, designed by Alex Johnson and built by Jacob of City Island. Miss Frolic is powered with two, six cylinder Chrysler motors, which drive surface propellers. Not only is Miss Frolic the only twin screw boat in the Regatta, but she is the first to be driven by surface propellers to ever compete for the Gold Cup. (Continued on page 52)

Rowdy, the entry of Carl G. Fisher in the Dodge Trophy race. This boat is driven by Victor Kliesrath

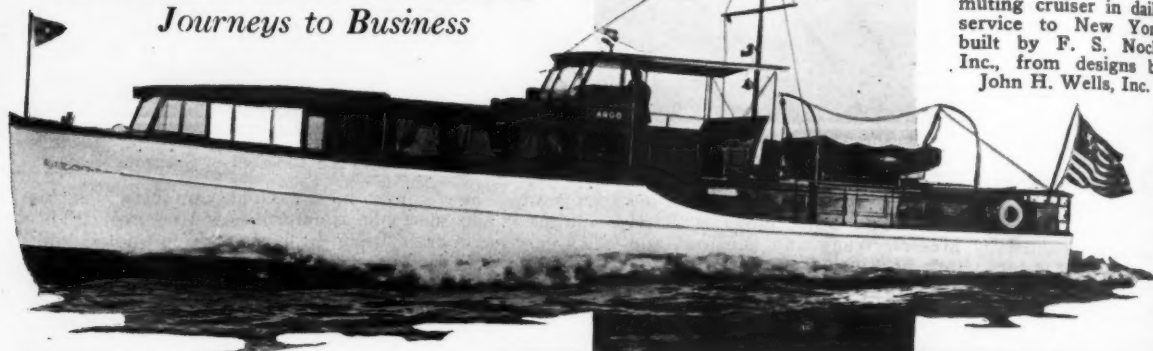


Shadowvite built by the Purdy Boat Company and powered with a Wright 8 cylinder motor. Two other boats, Hotsy Totsy and Imp are all exactly similar in construction and form the challenging team with Shadowvite

ARGO

*Cooperative Commuting Growing
More Popular. Groups Make Daily
Journeys to Business*

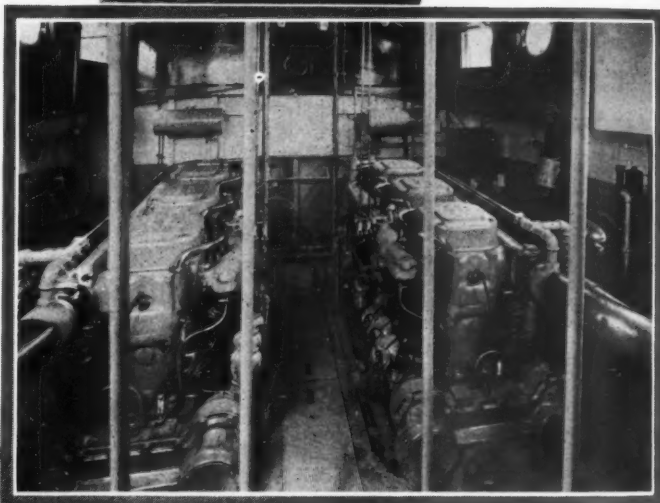
Photographs by M. Rosenfeld



Argo, the 60-foot commuting cruiser in daily service to New York built by F. S. Nock, Inc., from designs by John H. Wells, Inc.

THE growing popularity of commuting by fast express cruiser from the summer homes to the business centers is leading to specialized forms of boats adapted particularly to this work. One of the most recent is the fast cruiser Argo, which was built for Mrs. Henry P. Davison, and Mrs. Wilton Lloyd Smith, as joint owners. The boat was built by F. S. Nock, Inc., at East Greenwich, R. I., and is most successful.

More cockpit space was provided in this boat than in an earlier one, tried last year, while a large cabin was included for use in unpleasant weather. The boat makes a daily trip to New York, stopping at several places to embark guests. Breakfast is served on board during the run to the city, which is reached by 9 o'clock. In the evening, the



Two Sterling Dolphin engines drive the boat up to 24 miles



A comfortable sitting room in which breakfast is served on the way to business

boat returns again and deposits the guests at their several homes in ample time for dinner.

A large power plant, consisting of two Sterling Dolphin engines has been provided to drive the boat up to 24 miles. One man can look after engines, while two others in the crew handle the remainder of the work. Every convenience for the particular service of the boat up to 24 miles. The galley is fully equipped with a gas stove, hot water, and electric conveniences, such as a warming oven in the deck house, toasters, waffle irons, etc.

SAVOLA

Visits the Eastern Shore

*A Cruise from Barnegat to Chesapeake Bay with the Boat and Crew
Whose Trip to Long Island Sound Was Described Some Months Ago*

By William Shewell Ellis

AUGUST tenth, last year, we left Seaside Park Ship Yard in the afternoon making Harvey Cedars just at dark, anchoring for the night not far from a famous club, the rendezvous of famous Philadelphia politicians of the old school. As I was acquainted with one of its early Presidents, I rowed my crew ashore for an evening visit. It is always a pleasant surprise to find a faint atmosphere being kept alive, by hook or crook, of those delightful days of convivial companionship. We were royally entertained by the Secretary and a few members of the club.

Next morning we started under power finding a well marked, narrow channel. This passes through two draw-bridges midway between Harvey Cedars and Beach Haven. The Government maintains a six foot channel at low tide through these inland waters from Bay Head to Cape May. This is plainly staked with triangles and crosses, but would be difficult to follow at night on account of the sharp curves. We called at Beach Haven Yacht Club to inquire the advisability of going outside at the new Inlet which had recently broken through just below Beach Haven. We were advised to go inside to Atlantic City. Little Egg Inlet, which has been navigable for so many years, is filling up. We had a glorious sail across Great Bay and found the entrance to the thorofares marked with crosses and triangles; this can only be navigated under power. It is a very interesting experience as a large part of the waterway was cut directly through the meadows. The distant view of Atlantic City is most inspiring—so different from

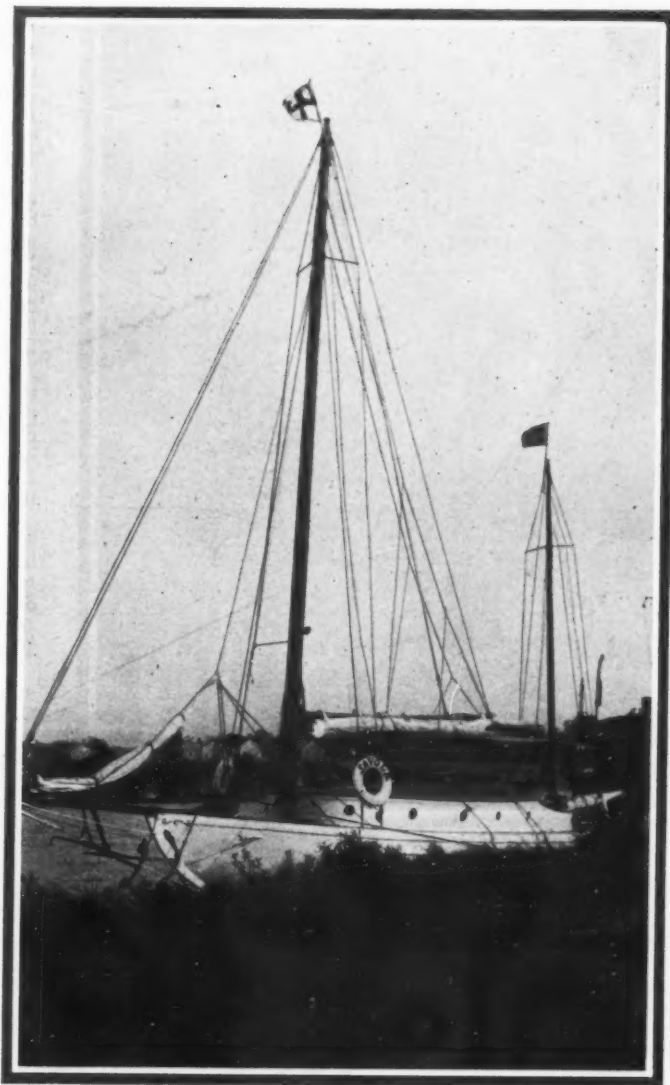
the approach by land, one loses the gaudy resort effect and in its place one gets a softening of outline and a majesty in the grouping of the tall buildings with a surprising futuristic mass of color.

We passed out Absecon Inlet with fair weather and light favoring breeze. Before starting on this cruise I had my old Palmer engine replaced by the larger size 12 h. p. model N. R. The space between the deck and

the muffler was covered with asbestos—but evidently not enough. We had been running the engine pretty steadily all day to make Cape May before dark. I noticed the odor of burning wood. After shutting off the engine I discovered the heat from the muffler had burned clear through the thin asbestos, and one of the deck beams was smoldering.

This was quite near the gas line so no time was lost in shooting Pyrene and chopping away this section of the deck. By keeping the wood soaked with damp towels we were able to start the engine again and just made the jetty at Cold Spring Inlet at Cape May before dark. This is a fine deep protected harbor with every convenience—gasoline and supplies of all kinds being brought down to the dock.

Sunday morning we hunted every where for asbestos packing and finally found enough to make a safe job and made ready for our start up Delaware Bay. It is almost impossible to make this trip in a small boat against an ebb tide. The wind was coming in hard from the South East kicking up a rough sea. The tide did not flood until 5 p. m., so I decided to pick up a pilot and make the



Savola awaits her turn to pass through Chesapeake and Delaware Canal



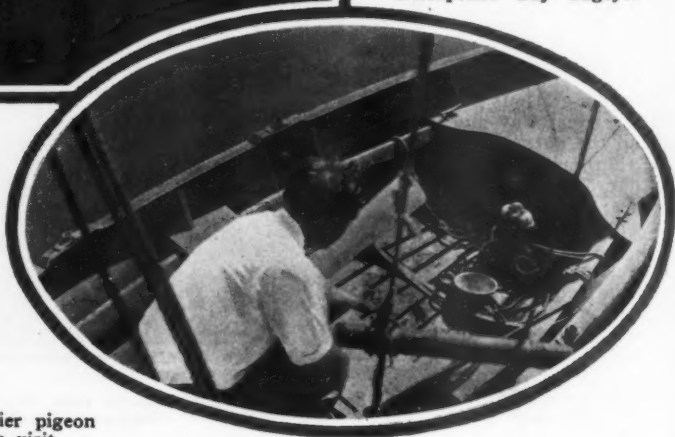
jetties and the inside channel near the beach which we took to avoid the tide rips.

Our crew consisted of my big brother, a good sea dog, Stuart Campbell, a thirsty Scot, Townsend Morgan, pirate ancestors, and Lewis Wheelock, Erstwhile Skipper of Sea Wave. The early Swedes in their splendid ships could not have made a finer picture than the Yawl Savola made with all her sails set rounding Cape May headed for the upper reaches of Delaware Bay. I must admit that our Pilot brought us safely past the tide rips that make up just off the Cape. And as long as he could see the outline of the Jersey shore he steered a straight course. In fact so confident were we in our new helmsman that we all snatched a few minutes needed sleep.

It was quite dark when I came on deck, the wind and the tide were with us and we were making good time. Our Pilot informed me that we had passed Ship John Light and would soon see the lights on Reedy Island. I took the wheel steering close to North by the compass and checking my general direction by the North Star, as is my custom when sailing at night. Suddenly I noticed I was entering the red sector of the light house ahead. I called the Pilot and asked what light he thought it was. After some thought and consultation of charts he admitted he did not know "what light it could be." I put about and ran over as near the light as I could. Our bewildered Pilot acknowledged it looked like Ship John, which he thought we had passed hours ago. "We must have a defective compass and have reversed our course," he said. By this time we were a little

Stern of one of the famous Chesapeake Bay bugeyes

run at night. After interviewing some of the local captains, it seemed impossible to find a man who could spare the time to go up to Delaware City. At the last minute, just before starting, a young chap came running down to the dock, hatless and coatless. Said he heard we wanted a pilot—he would go—knew every light and oyster stake between Cape May and Camden—wanted \$15 and car fare back. He was engaged. We were underway at 4.30, all sails set and with the engine we made good headway through the



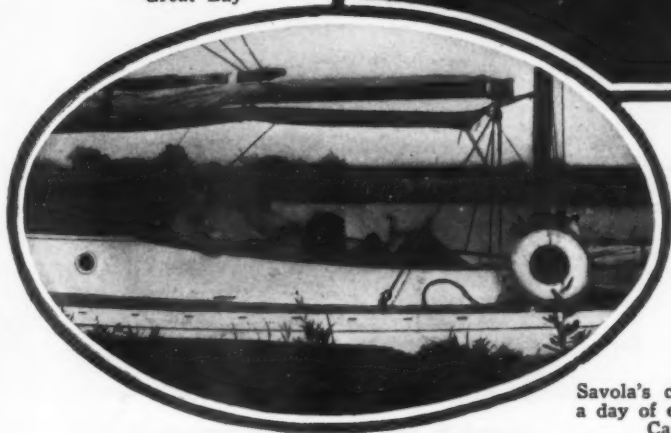
A stray carrier pigeon pays us a visit

suspicious that we had picked a lemon instead of a Pilot. Getting into our white sector and seeing steamer lights ahead we were able to pick up our buoys for a few hours. Our Pilot was then sure that our course should lay more toward the Jersey shore to strike the narrow entrance to Reddy Island. Fortunately the moon appeared from behind a cloud just in time for me to see the alleged entrance that our Pilot was heading for was a stone jetty just ahead.

If I had not turned when I did Savola's cruising days would have ended at this particular spot. Coming from Quaker ancestry my disposition is known to be good, but after this double dyed two-faced deception which might have entailed the loss of Savola and much discomfort to our persons, well I hardly think the Editor would print what I said to this poor fish of a Pilot.

The lights of a big steamer were seen about two miles off our Port stern and these helped to reestablish our lost course. We made back for her and followed her until our range lights were well defined. A strong wind had come in ahead which caused a heavy sea going through the Reedy Island channel. If we had an opposing tide we could not have made it. As it was it seemed hours before we could pass the white sector that marks the turn over toward the Canal Entrance at Delaware City, which we made at 3 a. m. When Columbus discovered America, I do not think it looked any better to him than the entrance to this first lock did to us. The old lock houses have stood in a grove of Willow trees on the edge of this Canal for a hundred years. The faithful attendants will lock you through

A glorious sail across Great Bay



Savola's crew enjoy a day of ease in the Canal

at any time, night or day. We went through the first lock, tying up for the rest of the night right in the heart of the picturesque old town of Delaware City. The next morning we paid our erstwhile Pilot in full and bid him God-speed, vowing never to ship another Pilot. The morning's papers had a head line of an escaped prisoner the day before from the Cape May jail—the description tallied with our friend the Pilot.

The three locks in the Chesapeake and Delaware Canal will soon be relics of the past.

(Continued on page 138)



jetties and the inside channel near the beach which we took to avoid the tide rips.

Our crew consisted of my big brother, a good sea dog, Stuart Campbell, a thirsty Scot, Townsend Morgan, pirate ancestors, and Lewis Wheelock, Erstwhile Skipper of Sea Wave. The early Swedes in their splendid ships could not have made a finer picture than the Yawl Savola made with all her sails set rounding Cape May headed for the upper reaches of Delaware Bay. I must admit that our Pilot brought us safely past the tide rips that make up just off the Cape. And as long as he could see the outline of the Jersey shore he steered a straight course. In fact so confident were we in our new helmsman that we all snatched a few minutes needed sleep.

It was quite dark when I came on deck, the wind and the tide were with us and we were making good time. Our Pilot informed me that we had passed Ship John Light and would soon see the lights on Reedy Island. I took the wheel steering close to North by the compass and checking my general direction by the North Star, as is my custom when sailing at night. Suddenly I noticed I was entering the red sector of the light house ahead. I called the Pilot and asked what light he thought it was. After some thought and consultation of charts he admitted he did not know "what light it could be." I put about and ran over as near the light as I could. Our bewildered Pilot acknowledged it looked like Ship John, which he thought we had passed hours ago. "We must have a defective compass and have reversed our course," he said. By this time we were a little

Stern of one of the famous Chesapeake Bay bugies

run at night. After interviewing some of the local captains, it seemed impossible to find a man who could spare the time to go up to Delaware City. At the last minute, just before starting, a young chap came running down to the dock, hatless and coatless. Said he heard we wanted a pilot—he would go—knew every light and oyster stake between Cape May and Camden—wanted \$15 and car fare back. He was engaged. We were underway at 4.30, all sails set and with the engine we made good headway through the



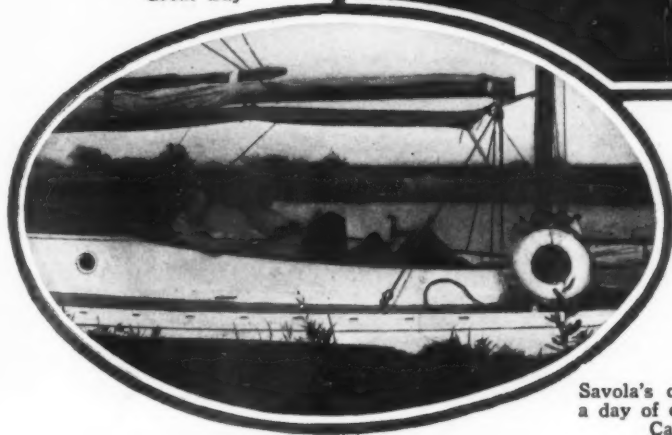
A stray carrier pigeon pays us a visit

suspicious that we had picked a lemon instead of a Pilot. Getting into our white sector and seeing steamer lights ahead we were able to pick up our buoys for a few hours. Our Pilot was then sure that our course should lay more toward the Jersey shore to strike the narrow entrance to Reddy Island. Fortunately the moon appeared from behind a cloud just in time for me to see the alleged entrance that our Pilot was heading for was a stone jetty just ahead.

If I had not turned when I did Savola's cruising days would have ended at this particular spot. Coming from Quaker ancestry my disposition is known to be good, but after this double dyed two-faced deception which might have entailed the loss of Savola and much discomfort to our persons, well I hardly think the Editor would print what I said to this poor fish of a Pilot.

The lights of a big steamer were seen about two miles off our Port stern and these helped to reestablish our lost course. We made back for her and followed her until our range lights were well defined. A strong wind had come in ahead which caused a heavy sea going through the Reedy Island channel. If we had an opposing tide we could not have made it. As it was it seemed hours before we could pass the white sector that marks the turn over toward the Canal Entrance at Delaware City, which we made at 3 a. m. When Columbus discovered America, I do not think it looked any better to him than the entrance to this first lock did to us. The old lock houses have stood in a grove of Willow trees on the edge of this Canal for a hundred years. The faithful attendants will lock you through

A glorious sail across
Great Bay



Savola's crew enjoy
a day of ease in the
Canal

at any time, night or day. We went through the first lock, tying up for the rest of the night right in the heart of the picturesque old town of Delaware City. The next morning we paid our erstwhile Pilot in full and bid him God-speed, vowing never to ship another Pilot. The morning's papers had a head line of an escaped prisoner the day before from the Cape May jail—the description tallied with our friend the Pilot.

The three locks in the Chesapeake and Delaware Canal will soon be relics of the past.

(Continued on page 138)

With *the* American



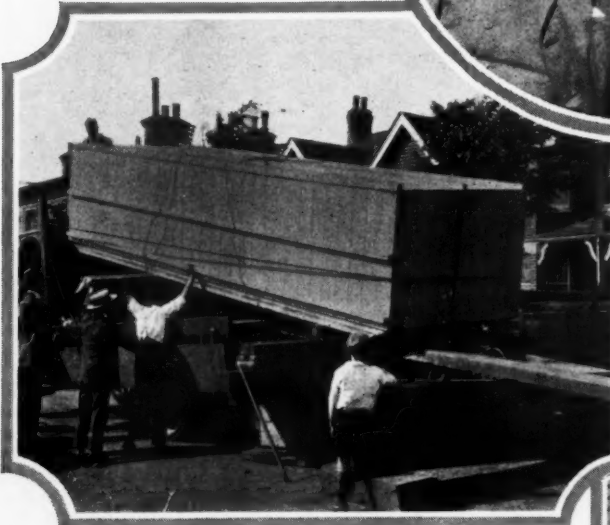
Americans assist in navigation of the Leviathan. In the center is Captain Hartley on the bridge of the Leviathan taking a bearing with the pelorous. On the left is Howard Lyon, driver of Dixie Flyer in the race on the Thames for the Duke of York Trophy and at the right, Mrs. C. F. Chapman



Duke of York himself looks over the speed records and assists the timers



The greatest boating enthusiasts in the new and old worlds. Commodore Harry B. Greening of Hamilton, Ontario, Canada, owner and driver of Rainbow V and Miss Carstairs of London, England owner and driver of Newg which won the Duke of York Trophy



Unloading one of the American boats at Maynard's Yard on the Thames on her arrival in England



Howard W. Lyon taking a practice spin in Dixie Flyer on one of the broad reaches of the Thames

Racers in England



Dixie Flyer and Little Shadow, the American entries for the Duke of York Trophy race hauled out on the beach at Maynard's Yard waiting to be floated when the tide comes in

All serious work stops while Howard Lyon has his daily cup of tea. On the left of Mr. Lyon is Arthur Bray of London, one of the principal officials in connection with the Duke of York races



Left: The French entry, Sadi II



Punting on the Thames is more popular in some sections than motor boating. This view shows some of the punts hauled out on the beach

Photographs by M. Rosenfeld



SCAMPER

65-Foot Express Cruiser Can
Do Better Than 39 m.p.h.

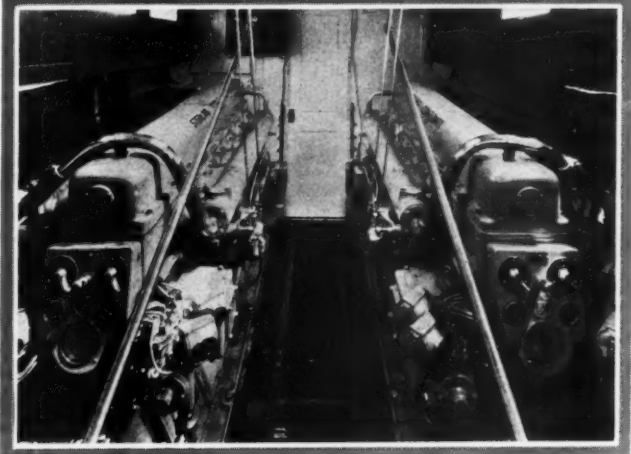
A Fine Cruiser

THE new express cruiser type of yacht is meeting with much favor on the part of yachtsmen in these days of high speed. A new boat recently appeared on Long Island Sound, in the form of Scamper, a 65 foot yacht, built by the Geo. Lawley & Sons Corporation, from designs by Walter J. McInnis, while he was chief naval architect for this corporation. This boat was completed under the supervision of John H. Wells as consulting architect. The boat is of the regular express cruiser type, with a raised deck and an extreme flare running well aft, working into a delicate tumble home of the sides. Her sharp entrance enables her to turn over the water in such a way that there is no appreciable spray thrown by the boat.

The power plant comprises two 300 h.p. Sterling engines, with a Homelite lighting set



The interior of the deck house serves as dining and lounging room combined



She is constructed in the usual Lawley high grade fashion with oak keel, steam bent oak frames, with web frames under the engines, yellow pine engine girders, bilge stringers, hogging girders, clamps, shelves, etc., so that while she is reasonably light, she is unusually strong and elastic. The skin is of double planked Mexican mahogany, copper fastened throughout. The main decks are of white pine, and all exterior trim is of Mexican mahogany.

There is a little cockpit forward, which will accommodate three persons with a companion entrance to the forward cabin. This cabin can accommodate four persons, while immediately aft of this is the tank space, where two 700 gallon tanks are built in. The deck house is directly over this, which is also

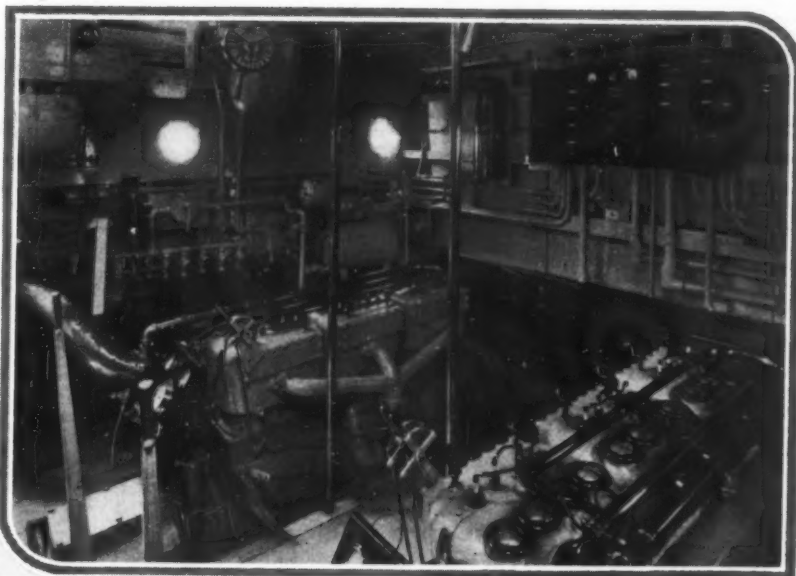
(Continued on page 136)

PATRICIA II *A Cruising House Boat*

An unusual type of fast cruising boat recently completed for Frederick B. Lovejoy, from designs by John H. Wells, Inc., is the 72-foot cruiser Patricia II. This boat was arranged particularly for the needs of the owner's family, and has large staterooms and facilities for living aboard, as the boat is in service the year round

The engine room is amidships and houses two model M Speedway engines of six cylinders each, with a bore and stroke $5\frac{3}{4}$ by 7 inches. These drive the boat at $14\frac{1}{2}$ miles readily. Patricia was built at the yards of the George Lawley & Sons' Corporation, and is finished in the usual fine Lawley manner

Photographs by M. Rosenfeld



The boat has been arranged for good speed with houseboat comforts. There is a large deckhouse forward, and back of this an open deck space 17 feet in length. Below decks there is a dining room reached directly from the deck house. All handling is done directly from the bridge, and all top hamper can be cleared for operating in canals



ZINGANEE II

A Speedy Houseboat

*Zinganee II,
Powered With
Two Wright
Typhoon En-
gines of 550
h. p. Has De-
veloped 28
Miles Speed on
Trials*



The spacious after deck is inviting in its ease and restfulness

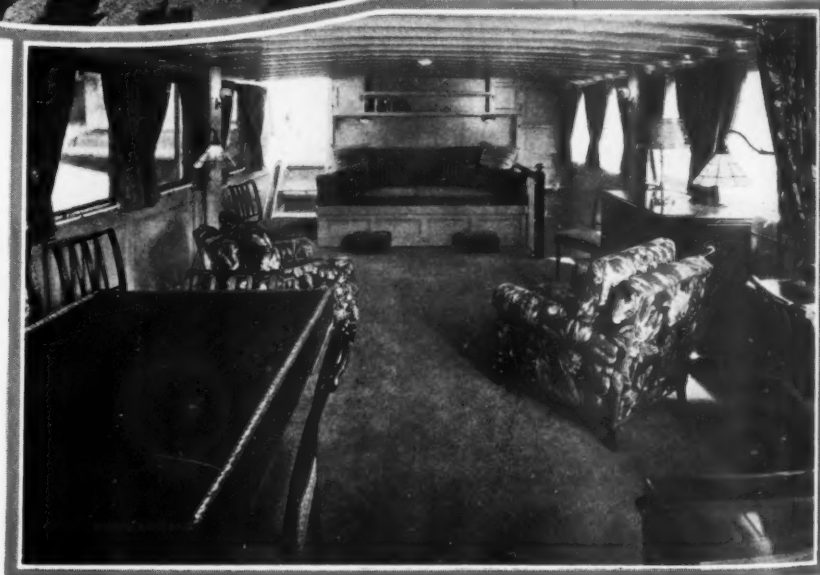
FOLLOWING the extremely successful performances of the house boat Nashira, built last year by the Consolidated Ship-building Corporation, a number of other boats on the same general design, have been constructed. The first of these to be completed is the Zinganee II, which has just been delivered to its owner, E. S. Moore. These boats are unique in that they are a large and roomy house boat type of vessel, but at the same time have the grace and speed of a high speed cruising boat. They are powered with two twelve cylinder Wright Typhoon



engines, which develop 550 h.p. each, on a bore and stroke of $5\frac{3}{4}$ by $6\frac{1}{4}$ inches. These are able to drive this heavy boat at 28 m.p.h.

The boats themselves are 81 feet in length, with a beam of $14\frac{1}{2}$ feet. Their draft is not great, being only about 4 feet. They are substantially constructed vessels and arranged with suitable accommodations for both the owner and guests, as well as for the crew necessary. For a boat with the speed ability of these, the accommodations are very complete and comfortable.

Photographs by M. Rosenfeld



The deck house saloon serves as combined living and dining rooms

LURA M III ^A Day Cruiser

ONE of the newest additions to the fleet of the Detroit Yacht Club is the day cruiser Lura M III, just finished for William A. Fisher, by the Consolidated Shipbuilding Corporation of New York, from designs by John H. Wells, Inc. This boat, on a length of 80 feet, has been powered with two large six cylinder Winton gasoline engines of 7½ by 8½ inch bore and stroke, which develop 350 h.p. at 1,350 revolutions. On the trial trips, with the engines not turning at maximum speed, an average of 24 miles was obtained.

Designed particularly for the conditions on the Great Lakes, the boat will be used as a day cruiser in and around Detroit. An unusually high free board has been provided to take care of the rough sea conditions generally experienced in those waters. The boat in general is similar to the smaller 62 footer built last year, duplicates of

Photographs by
M. Rosenfeld



The living room has been arranged as a dining saloon particularly for day cruising

Lura M III, is powered with two big Winton engines and can do 24 miles

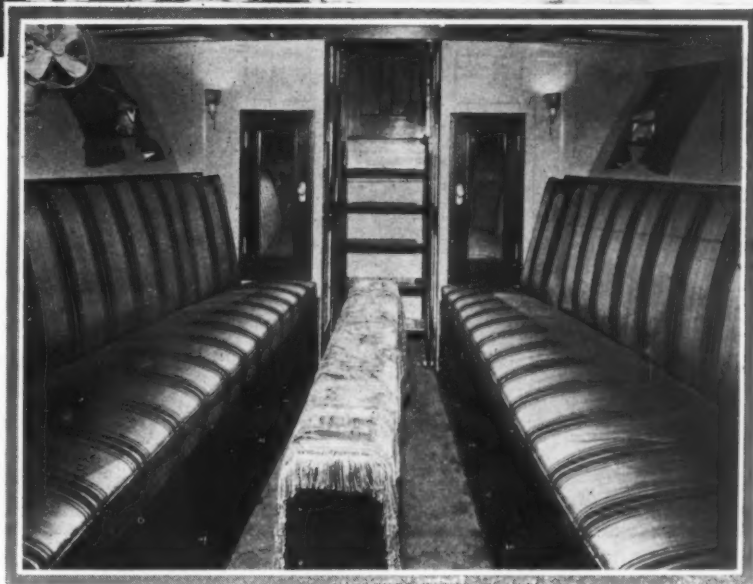


which have also proven very successful.

The construction has been kept quite heavy, particularly as to the keel, frames and stringers. The engine timbers run the entire length of the hull, and the substantial construction accounts for the absence of vibration in operation. Double planking has been used on the hull, and all outside joiner work is of mahogany.

The arrangement of the boat provides for a large amount of outside deck space, there being two cockpits forward and aft. There are also two cabins for the owner, of unusually large size, one below the main deck forward, and (Continued on page 136)

Interior of the main cabin in which are five berths





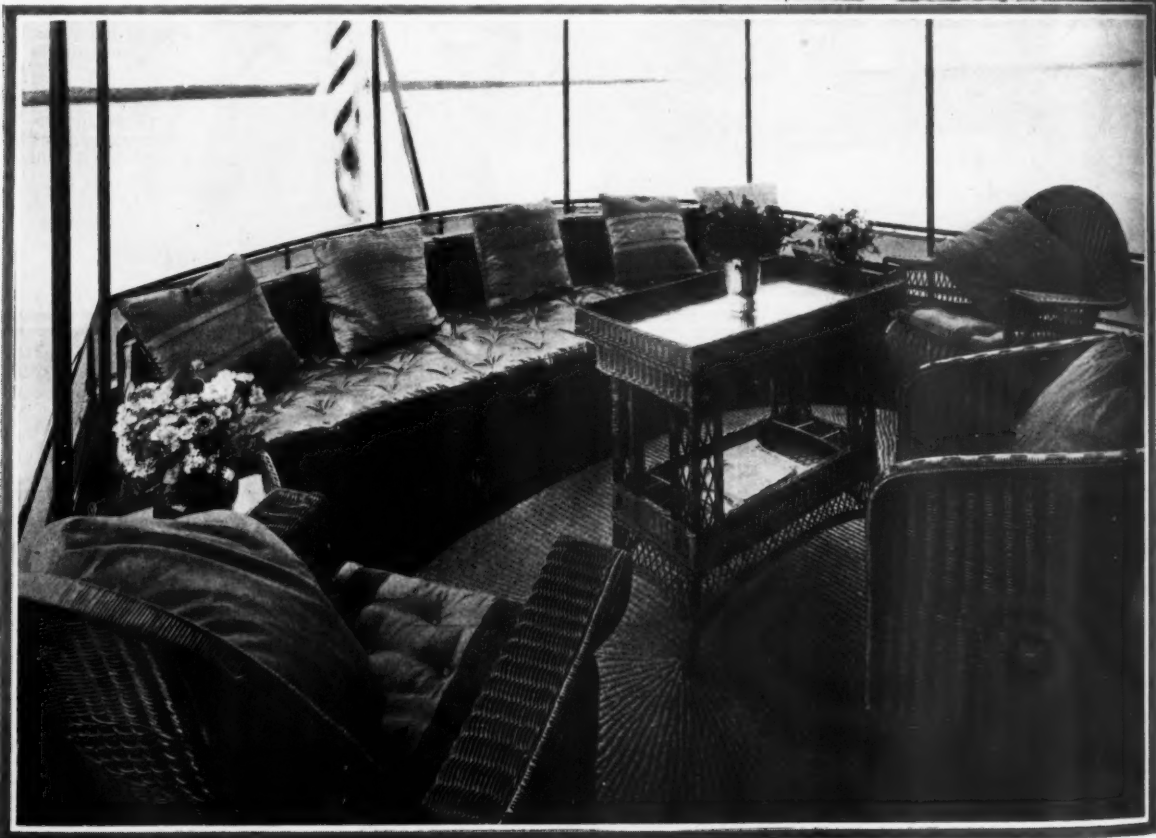
Attractive owner's room in the new express cruiser Edamena IV

FINE yachts are continually being added to the fleet of the New York Yacht Club. The most recent addition is Edamena IV, built by the George Lawley & Son Corporation, Neponset, Mass., for Earle P. Charlton, of Fall River, Mass. Edamena IV was designed by Walter J. McInnis, while Chief Naval Architect for George Lawley & Son, Corporation, now of Eldredge McInnis, Inc. This boat is just one inch under 100 feet in length, and is of the express cruiser

EDAMEN

type. The draft is much greater than usual in boats of this kind, which enables her to perform well in rough weather. She has a very easy entrance, and can be driven at a speed of 18 miles. A delicate flare at the bow is carried well aft amidships, while the stern is of the transom type.

The construction is heavy throughout, with the frame of white oak. She is double planked, with a total thickness of $1\frac{3}{4}$ inches, the outer



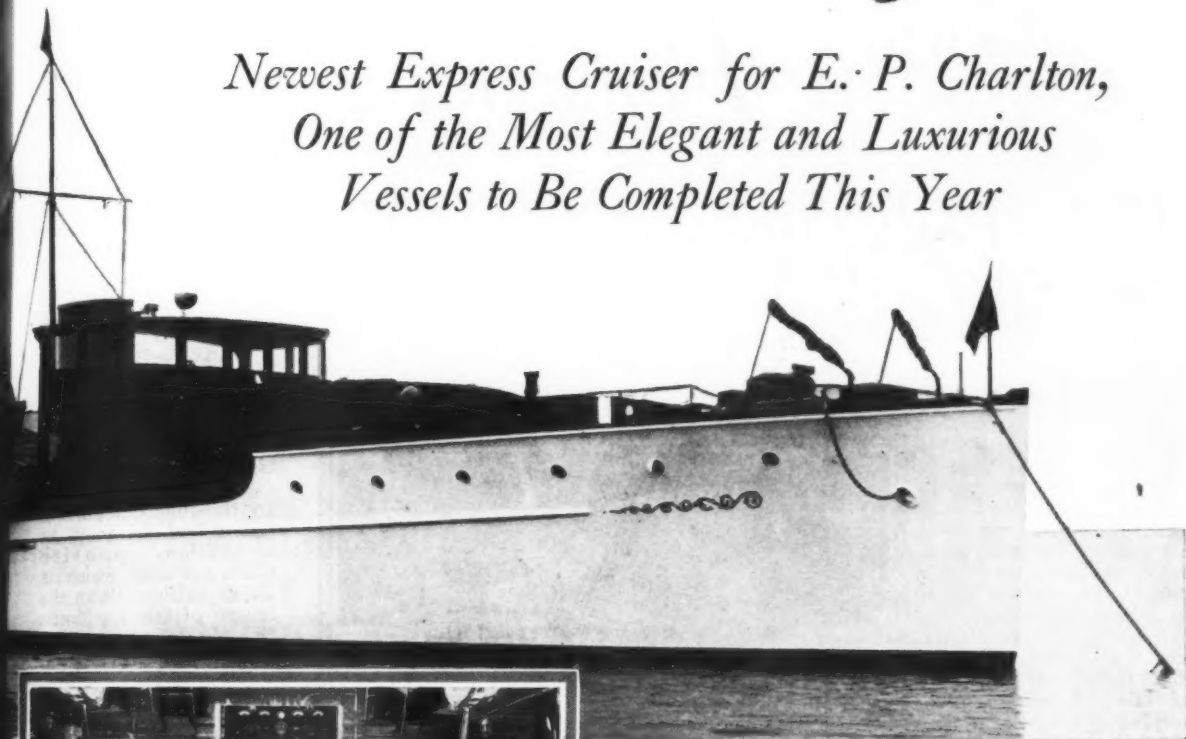
The luxurious after deck is inviting at all times

MNA I V *The Finest*

*Newest Express Cruiser for E. P. Charlton,
One of the Most Elegant and Luxurious
Vessels to Be Completed This Year*

great-
of this
to per-
weather.
trance.
speed
e flare
ell aft
ern is

heavy
me of
double
thick-
outer



The power plant is two 300 h.p. Speedway engines

skin being 1¼ inch African mahogany. All deck structures are of the finest Rangoon teak, which is finished bright.

Her arrangement provides crew's quarters for six men in the forward part of the boat, together with a stateroom for the captain. A commodious galley follows this, which is most modern in its appointments. The cooking is done with Fuelite natural gas, which also heats

the galley range boiler. Refrigeration in the galley and butler's pantry is by Frigidaire equipment. The dining salon is in the forward deck house, and is reached by a stair case from the galley. An unusual arrangement of windows permits of the guests at the table having an unobstructed view of the

(Continued on page 80)



A corner of the owner's quarters in the aft part of the boat

TWENTY-SIX FEET

from Broadway

How Two City Dwellers Spent a Most Delightful Vacation by Cruising Afar on a Little Elco Cruiser—The Return Journey from Lake Champlain

By John McFeely Eaton

Part III

THERE was a slight difference of opinion between the Skipper and the Mate as to whether we were leaving Rouses Point under propitious weather conditions. Our course was to be—and let us not be too technical—southeast and then south, taking the narrow passage east of Isle La Motte and keeping close to the west shores of both North Hero and Grand Isle until we reached the south end of the latter, where we would be able to run almost exactly west into Mallett's Bay. The sky was inclined to be a little gray that afternoon and a light, fitful sort of breeze came out of the southwest. We were not long upon our course before we found that the shallow water of this portion of the lake was considerably disturbed by the continually freshening breeze and it was with a feeling of relief that we finally passed through the drawbridge (hand operated by a husky young chap and an equally husky but attractive feminine assistant) and gained the lee shore of Isle La Motte. As we changed our course southward and consulted our charts we decided that the wind was becoming entirely too vigorous to make the long trip to Mallett's Bay in comfort and that we would do well to find a



The skipper of the little 26 foot Elco cruiser Jobeanca takes the wheel

sheltered spot over some nice soft mud to hold our anchor for the night. By the time our purring motor had driven us to a position opposite Clark's Point, which is about halfway down the length of Isle La Motte, the breeze was fully fresh and the green water was breaking over our bows to the mild alarm of the Mate and the utter indifference of Jobeanca, for that little ship faltered not an instant nor swerved a degree from her course. Here the Rutland Railroad crosses the shallow water of the lake, just south of the Alburgh Passage, on a long, low, stone embankment and at the southern end near Blockhouse Point a drawbridge permits entrance to Pelot's Bay. This became our objective, and in order to travel with reasonable comfort, Jobeanca was headed a little more into the wind, until the drawbridge was visible over the port beam. Then she was put about and with the running sea, by that time a wonderful expanse of foamy tipped waves, we slipped through the drawbridge into the quiet waters of Pelot's where we dropped a stern anchor and ran a bow line to shore. Here we stayed four days instead of one as we had first intended, changing our position twice to escape a blow which

some
ld our
night.
urring
us to
site
ich is
n the
Motte,
fully
green
over
mild
e and
ce of
little
n in-
a de-
urse.
Rail-
allow
just
urgh
low,
and
near
a
en-
Bay.
bjec-
to
table
was
into
raw-
over
she
with
that
anse
ves,
the
quiet
here
an-
line
yed
one
in-
our
es-
ich

moved slowly from southwest to west, from northwest, from north and finally from the northeast before its force was spent. The first night was without rain and was spent comfortably enough under the protection of the railroad embankment and the high hill south of it. A forty-five or fifty footer lay close by until late afternoon when she weighed anchor and moved up the Alburgh Passage, leaving us alone in as charming a spot as one could well imagine. We had scarcely set our anchor until we had as a visitor a very small boy in a very large row boat who inspected the lines of our craft and voiced his approval, with the added information that he lived in the small house which could be seen upon the hillside and that he knew the habitat of certain well nourished angle worms, each guaranteed to entice especially large and luscious members of the finny tribe. A little negotiation developed that a can of these A-1 worms might be had for a consideration mutually agreed upon and our caller then departed. In a remarkably short length of time he reap-

Quacking ducks escorted the dinghy when the skipper rowed ashore



peared alongside, in company this time with a brother still smaller than himself, and in exchange for the Skipper's quarter delivered a small can—I didn't

know they made them so little—of very presentable crawlers and from that moment on to the time when we finally left the bay the Mate was an untiring and enthusiastic fisherwoman, continuing to pull over the side large, small and medium sized yellow perch for the Skipper to clean. To be sure the small can of worms was soon devoured by the hungry nibblers but the young American on shore seemed to have an uncanny knowledge as to just when the thick bed of mud in the bottom of the bait receptacle would be reached and was alongside to carry on further negotiations involving the transfer of an additional supply in return for another quarter. The second day the rain came and with it a shifting of wind that drove us around a point—dismally named Graveyard—to the quieter waters of the inner bay where

At the end of the long cruise Jobeeanca safely entered her home port

we again dropped a stern anchor
(Continued on page 158)

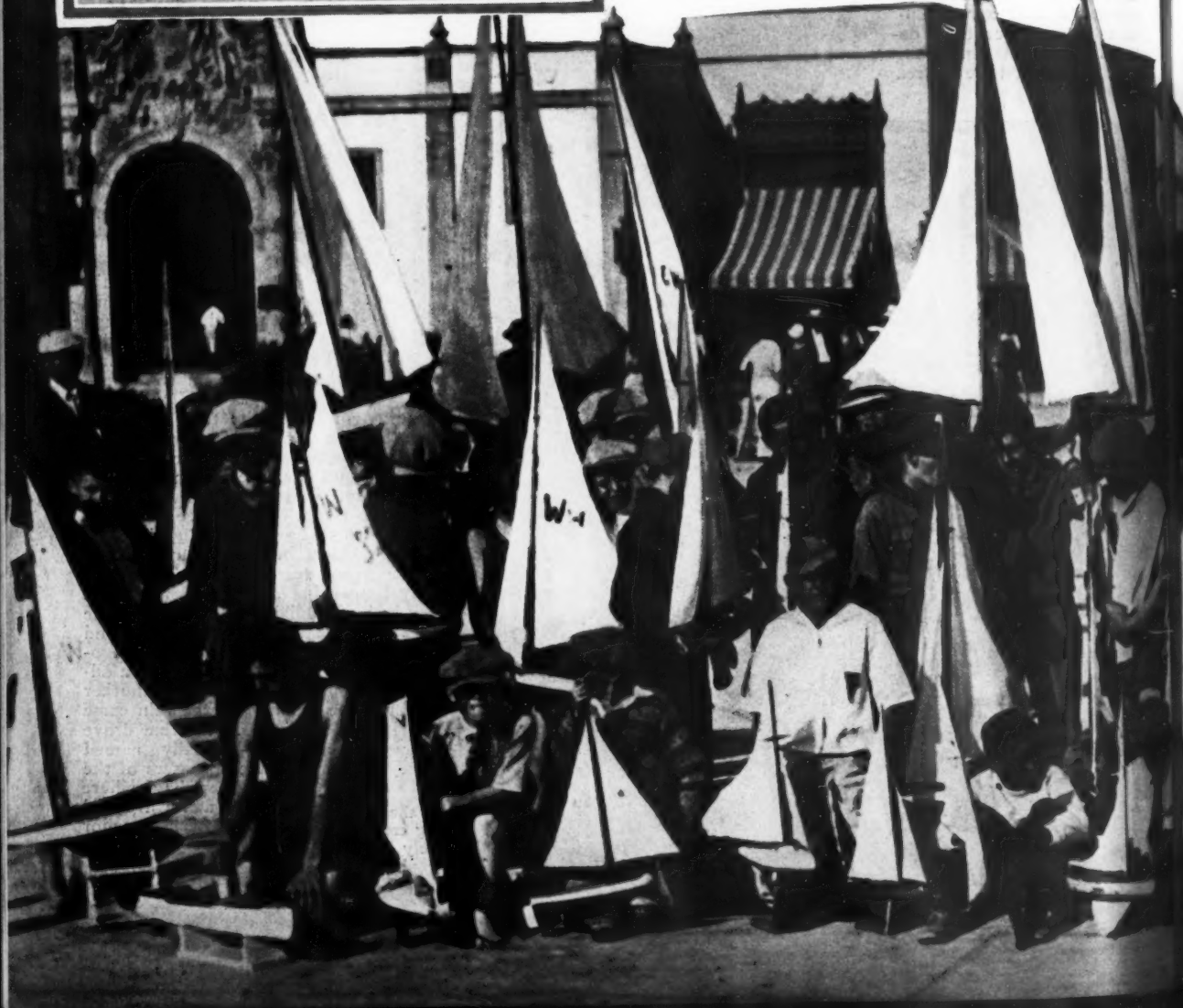


Starting

*Second Annual Regatta for
Brings Out a Fine Lot of Boats*

SOUTHERN California has been interested in yachting for many years and San Diego has long been an important center for the sport on the Pacific Coast. If the boy is indeed the father of the man the importance of San Diego as a yachting center should be greatly augmented by an event which is no doubt to be a regular annual one in the city's sporting calendar and which will insure the development of the sport by providing future yachtsmen well grounded in the fundamentals of sailing and early inculcated with a love for boats and the joy of building, sailing, and racing them. The event

The prize winners
proudly display their
craft and the trophies .



g Them Early

Model Yachts at San Diego
Built by the High School Boys

referred to is the model yacht regatta managed by the San Diego Yacht Club, the manual training departments of the high schools and the *San Diego Union*.

The regatta is held in June shortly before the close of the school year. The models are built by their boy owners in the manual training departments of the high schools of San Diego, Coronado, and other towns situated on or near San Diego Bay. The construction of the boats is done under the supervision of the manual training instructors of the schools. This year races were

(Continued on page 134)

Waiting for the
starting signal in the
motor boat class

The large group
of contestants
with their boats
built by the boys





Bayside

*Drifting and Driving
Nineteen Auxiliaries
Battle a Way to Block
Island and Back*

The crew of Playmate,
winner of the Bayside
Block Island Auxiliary
race for the second
consecutive year

Photographs by
M. Rosenfeld

THE Sixth Annual Bayside-Block Island Race for Auxiliaries this year proved to be the hardest in its history from the standpoint of wind and weather conditions. Head winds and mean seas, no wind and mean seas, accompanied by rain squalls for the first 24 hours, and easterly airs for practically the duration of the race, kept the skippers and crews on their mettle.

Nineteen yachts, schooners, ketches, yawls, and sloops awaited the starting gun at the line off the entrance of Little Neck Bay at 6 p.m., Eastern Standard Time, on Friday, July 30.

Of this number, seven withdrew, while the twelve which finished found the going much against their liking; and it was only after 56 hours and 50 minutes of hard sailing that Henry

Playmate, one of the 30 foot New York Yacht Club Class converted into an auxiliary yawl



e Boats Beat Fog and Sea

Frisch was able to put his yawl, Playmate, flying the colors of the Bayside Yacht Club, across the line at 2:50:46 a. m. on August 2nd.—the first boat to finish the 220 miles run.

Some three hours and twenty minutes later, the schooner Rambler skippered by A. Girtanner, crossed the line at 6:10:20 a. m. Monday morning, closely followed by Ed Downs' yawl, Sheerwater, from the Larchmont Yacht Club, which finished at 6:31:36.

Not until a few

Scenes at the start of the race of the Bayside Yacht Club for auxiliaries from the Bayside Yacht Club around Block Island





At the start there was hardly enough air stirring to give the yacht steerage way so the majority of them crossed the line using their motors

minutes before midnight did the last boat to finish put in an appearance. She proved to be the schooner Northern Light, hailing from the Shelter Island Yacht Club. Her elapsed time for the race was 77 hours, and 41 minutes.

To anyone at all familiar with the course over which this race is sailed, it will undoubtedly be conceded that it represents one in which real seamanship plays an important part. While no actual off-shore navigation is necessary in establishing courses, this is more than made up for by the fact that this race is run over bodies of water in which strong and baffling tide and current conditions present real difficulties.

These conditions begin with the tides and currents in Long Island Sound and in Block Island Sound, together with the more famous current conditions existing in the Race and the Gut.

In fact from this standpoint, the conditions encounter-

ed in this race are more severe than those found in most any of our long distance races. Even the currents encountered in the Bermuda Race are more easily reckoned with. Then, too, the Bayside-Block Island Race has both inside and off-shore work, but all under shorter courses. It is here that the tide and current conditions met with, assume a real importance.

In originating the race, its sponsors took these tide and current conditions into consideration, and to eliminate to some extent at least, boats having to battle these currents and tides under sail alone, a limited amount of gasoline is issued to each boat. This makes it possible to press the auxiliary power plants into service when needed. Because of these conditions, this race has developed into a splendid test for auxiliary sailing vessels of various types.

Of course, the fact that there (Continued on page 80)



Dania and Gernsbock passing Stepping Stones Lighthouse a mile from the start under power.

Up and Down GLEN CANYON *of the* Colorado

Bumping Boulders and Bucking Whirlpools on a Strenuous Exploration of the Great Gorge. Four Boats Propelled by Outboards Have a Hard Struggle Against Strong Currents and Sandy Waters

By Lewis R. Freeman

*Author of "In the Tracks of the Trades," "Down the Yellowstone,"
"By Waterways to Gotham," etc., etc.*

Part II

IT is an interesting anomaly that the canyon reaches of the Colorado River stretching for over two hundred miles up and down stream from the mouth of the Paria at Lee Ferry, while one of the earliest regions in the Southwest to be visited and described by the conquistadores, was also the last to be scientifically explored and mapped. Although the expedition upon which we had pushed off from Lee Ferry, as told in the previous installment, with that of the following year down the Grand Canyon proper, completed the survey of the Colorado, the greater length of these gorges remain, as they had been before, the most remote and inaccessible regions of the United States. For five hundred miles above and below—from Green River, Utah, to Topock,

Arizona, is there a railway or highway bridge. Save, indeed, for the precarious suspension bridge for pack animals at the mouth of Bright Angel Creek in the Grand Canyon, this greatest of the world's gorges is uncrossed by structures of any kind. Glen Canyon has not even a ranch, mining prospect or more than the foundations of man-reared buildings of any kind. There is no place in the United States where one would have to go so far to every point of the compass to reach a railway even were there roads to follow.

Save for the John D. Lee ranch, with one or two of the Mormon renegade's buildings on the north bank of the Colorado above the mouth of the Paria, those who had preceded us to this historic crossing had left no



Pictographs on the rock walls were stippled with flour so they could be photographed



Rainbow bridge from below

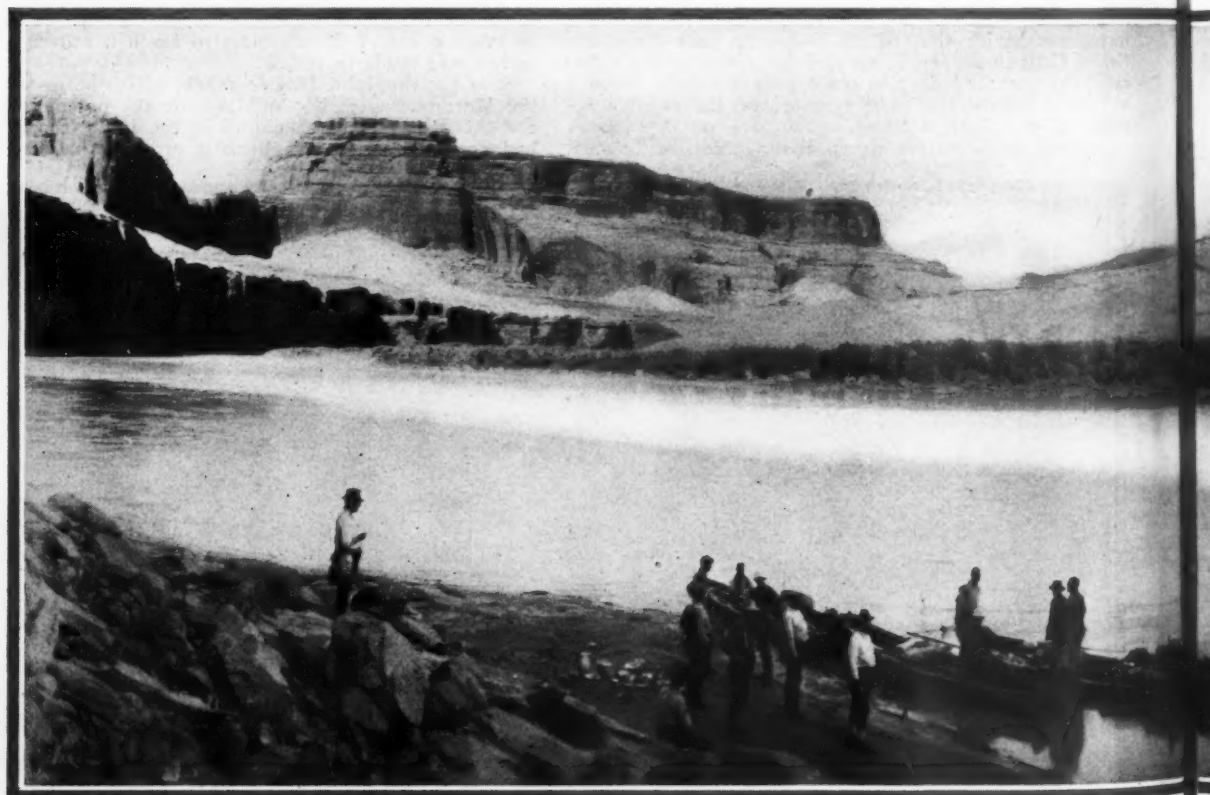
traces but their written records. But if tangible relics of the past are lacking, memories crowded thick. We were to be on or near the trails of the Pathfinders all the way up and down that grim crack in the crust of the earth that yawned to swallow our boats and their popping motors a few hundred yards above the thin thread of ferry cable, ruled black against the last open sky we could expect to see for many days.

Pious old Father Escalante had camped at the mouth of the Paria in the autumn of 1776, after turning back in his attempt to reach Monterey, California, by a northerly route from Santa Fe. His description of the "precipice of grey stone" beneath which his footsore and discouraged party halted during repeated futile attempts to ford the river holds good to this day. Climbing two thousand feet to the stone-paved mesa in search of an easier crossing described by the Indians, Escalante roughly paralleled with his jaded pack-train the route we would follow by river.

Pattie, the trapper and hunter, left a record of a traverse along the opposite side of Glen Canyon in 1825, a route which led him on to Utah and Colorado and many lurid and somewhat apochryphal fights with Indians and grizzlies.

The first authenticated river voyage was that of Powell, in 1869, though a prospector named White, who is still living at an advanced age in Colorado, laid claim to having traversed Glen and Grand Canyon on a raft while fleeing from an Indian attack a year or two previously. The fantastic yarn has never gained the least credence with anyone knowing the character of the rapids of the Grand Canyon and the limitations of raft navigation.

Powell's first voyage down the canyons of the Colorado is deservedly ranked as the outstanding feat of river exploration of all time. This encanyoned stretch of the Colorado is the only North American river upon which the Indians living in its vicinity had never boated. According to their traditions, the great red torrent disappeared into the earth and headed straight for the infernal



Church Rock in Glen Canyon

regions. It was their belief that anyone who tried to navigate it would do the same thing. There was no advance information, therefore, even from the aboriginals—nothing by which Powell could be sure that a Niagara would not be encountered between sheer walls at the very next bend.

Because the U. S. Geological expedition of 1923, of which I had the pleasure of handling one of the boats, made only four portages in going through the Grand Canyon where Powell had made a score or so, there has been some tendency to disparage the pioneer's achievement on the score that he played unnecessarily safe. Nothing could be more unfair than such criticism. To none of the later parties, including our own, can the menace of the canyons ahead have seemed what they were to Powell. We had the same rapids to face, to be sure; but their positions were fairly well charted and we knew that, in one way or another, they could be faced without prohibitive risk. We also had ample food supplies and repairs, with replenishments always waiting a few miles below. Powell ran the whole length of the canyons of the Colorado with the shadow of the Unknown just ahead, and all of the Grand Canyon with the spectre of Starvation clutching with grisly hand at the steering oar of his rotten boats.

On his first voyage Powell found no evidences of human life in the rich valley at the mouth of the Paria. Desperately short of food, he camped there only for a night before pushing on into the jaws of the sinister gorge immediately below. It was not until two years later that John D. Lee, fanatical inciter of the Mountain Meadows massacre in 1857, established himself at the crossing which was henceforth to bear his name.

Powell's second expedition, spending the winter of 1871-2 at the mouth of the Paria before pushing on to make a more detailed study of the Grand Canyon than had been possible on the first voyage, found the notorious renegade ensconced there with a lady of great pulchritude, whom Frederick Dellenbaugh, his historian of the party, described as "Mrs. (Continued on page 142)



Running under an overhanging cliff



Colorado, 47 miles above Lee's ferry



The Committee stops work while Rosie does his stuff

Miles River & William Bigelow *are* Hosts

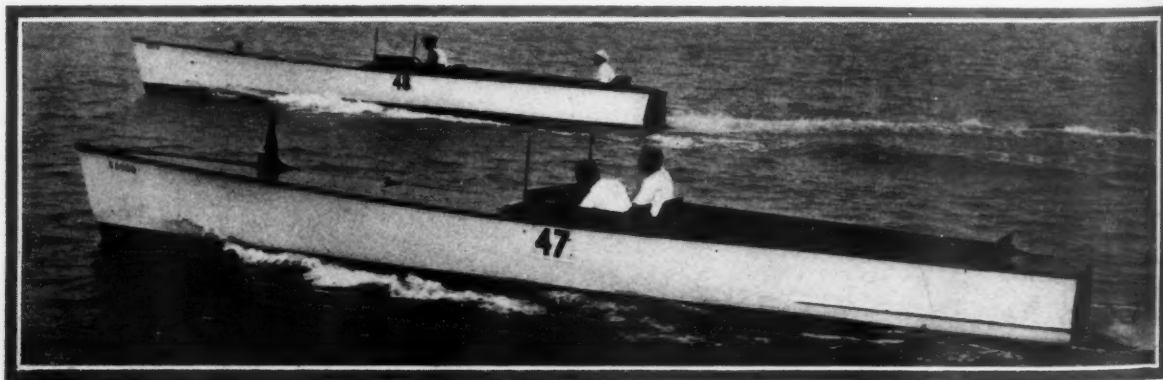
By Ira Hand
Secretary-Treasurer R.C.²

*Races at St. Michaels, Maryland, Attract Many Craft
from the Chesapeake and Yachtsmen from Everywhere*

TWO years ago, in August, 1924, to be exact, Wilbur Young and the writer were returning home from the Miles River Regatta. We had boarded the steamer Governor Harrington at Claibourne and were on our way to Annapolis, there to take the fast electric line to Baltimore where we could board a train that night for New York. Several of the members of the Miles River Yacht Club had advised us to get acquainted

with the Purser of the Governor Harrington—one Frank Sherman—and after disposing of our luggage aboard the boat, our first duty was to find Mr. Sherman, who, by the way, has since been made General Manager of the Annapolis-Claibourne Ferry Line.

He was very busy in his little ticket booth on the lower deck but he greeted us cordially and promised to meet us later on the upper deck. Later on he joined us



A race for Chance built runabouts won by Marion

and we sat and smoked and talked of many things during the hour and one half run to Annapolis. He pointed out Kent Island, the spot where a little band of English settlers held the first religious service in America. He told us of the five thousand miles of waterfront on Chesapeake Bay, spoke of the various peninsulas, the splendid natural harbors that prevailed throughout that district and, in particular, dilated upon the natural beauties of that part of Maryland which is known as the Eastern Shore. We had been very much impressed by our reception at St. Michaels, by the hospitality afforded us and by the scenic beauty of that district and all that Mr. Sherman told us served only to accentuate the good opinions that we had already formed. He finished by

spinning a yarn which ran, as nearly as I can remember, something like this: "It is said that at the time Adam and Eve were deported from the Garden of Eden there arose between these two a friendly argument as to the best place for them to set up their new home. Adam suggested one place and Eve demurred; Eve thought of another and Adam had some fault to find with it. Finally Adam said 'I'll tell you where we will go—let's settle on the Eastern Shore'—and again Eve demurred. Adam asked her why she didn't care to go there to live and Eve said 'It's a splendid place, Adam, a beautiful spot, but I want a change—the Eastern Shore is too much like the Garden of Eden.'"

(Continued on page 72)



A race for cruisers attracted many entries

The 151 inch hydroplanes, Lady Baltimore won first heat



Mrs. Bigelow raising the R.C.² flag at Marengo, the Bigelow estate on Chesapeake Bay

Photographs by M. Rosenfeld

Air Drive for Boats

*Successful Craft
Built in America
Under Dumond
Galvin Patents
Maintain Speed
and Carrying
Capacity with
Low Power*

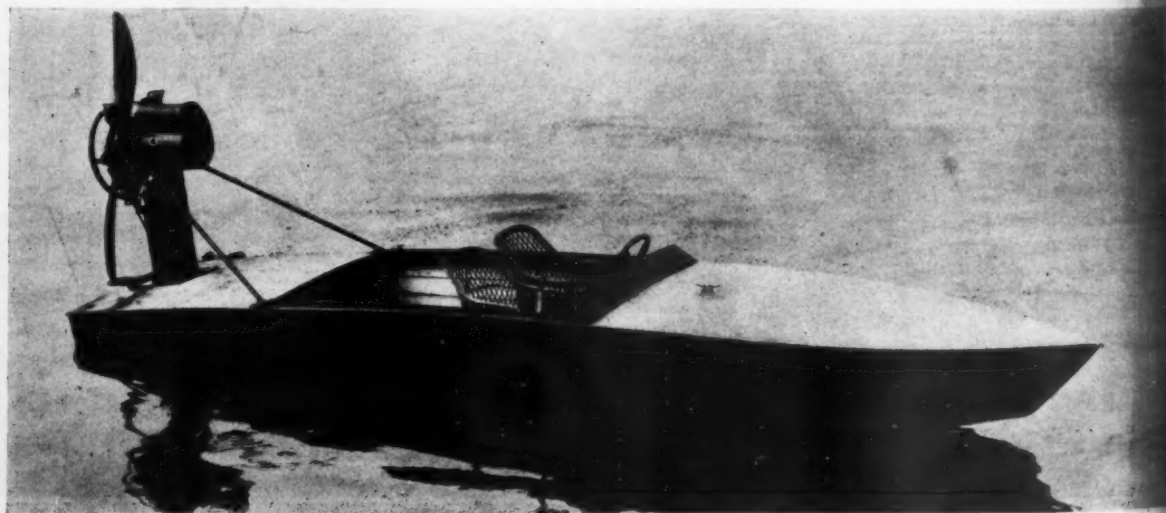


A Brownback Safti boat driven by an air cooled engine travelling fast

MUCH research has been done in the development of boats driven by air propellers by the Brownback Motor Laboratories of New York. Beginning years ago in 1909 Mr. Galvin of the Dumond Galvin Company, who was at that time engineer for the Zenith Carbureter Company, was working on this type of boat, and secured the patents under which this company is working today. During the war period, experiments were temporarily abandoned, and resumed later, when boats were marketed commercially. In France, much progress has been made, boats being built from 16 to 42

feet in length, with a capacity of 30 passengers. In fact boats of this type are in regular passenger service, carrying up to 33 passengers at speeds in excess of 32 m.p.h. Boats are being built on this side of the Atlantic, under the foreign patents, by the Brownback Saftiboat division, and in the construction of these boats, American styles and practices have been incorporated. The sheer line of the boats has been made more attractive to the eye. In the smaller boats, the greatest amount of portability is secured by the use of radial air cooled engines. These permit the boat to be taken

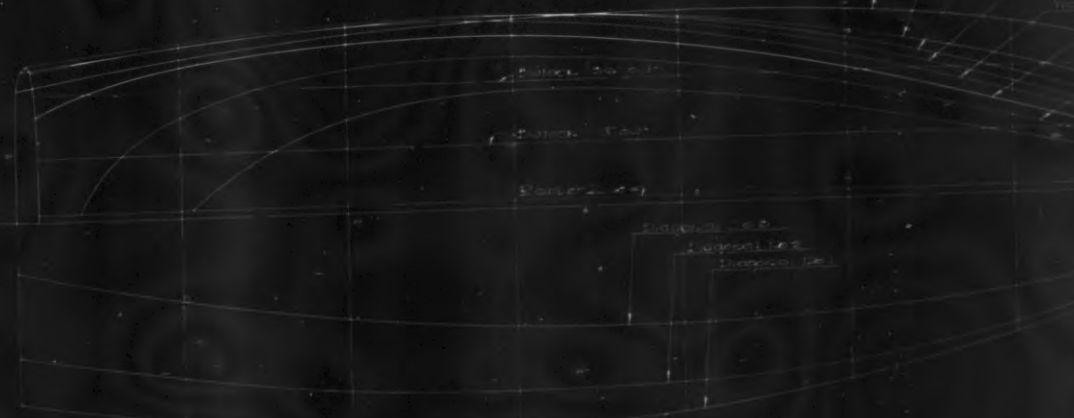
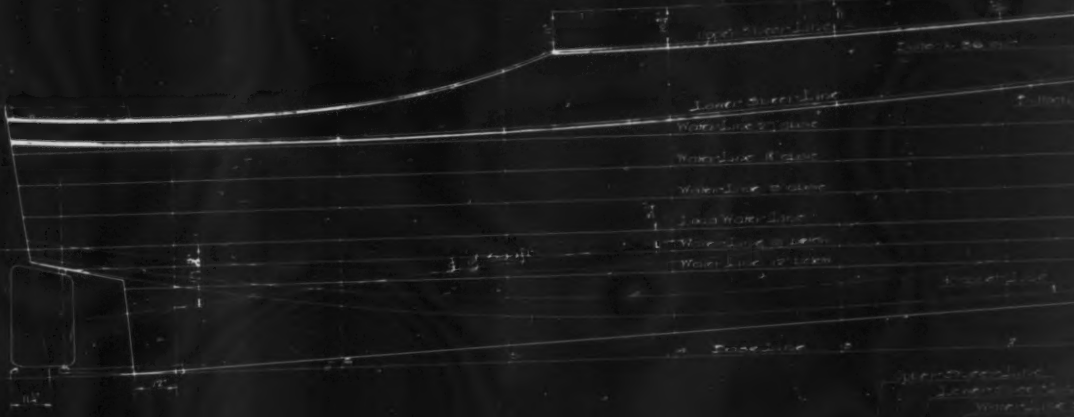
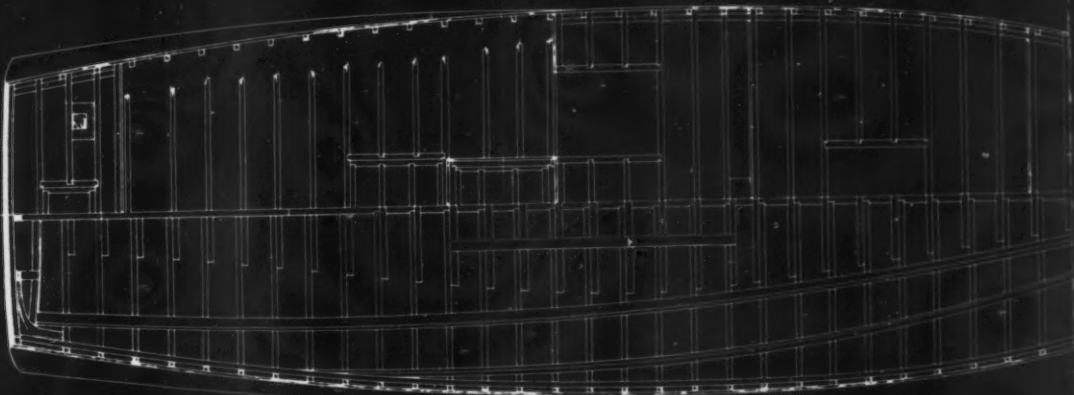
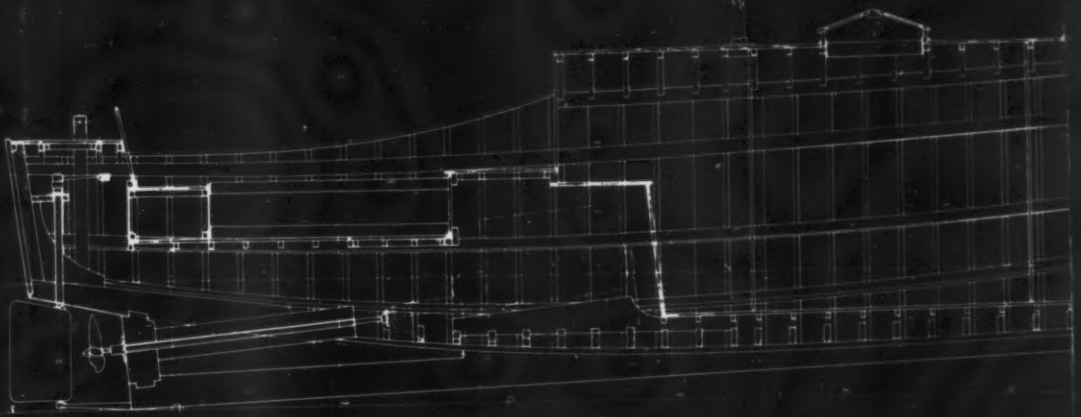
(Continued on page 135)

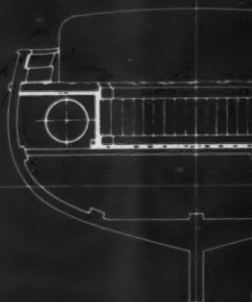
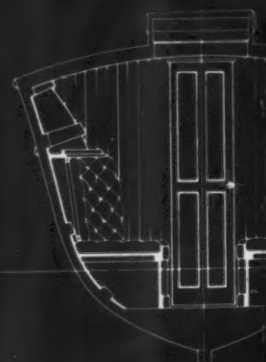


The same boat at rest showing more clearly the power plant details

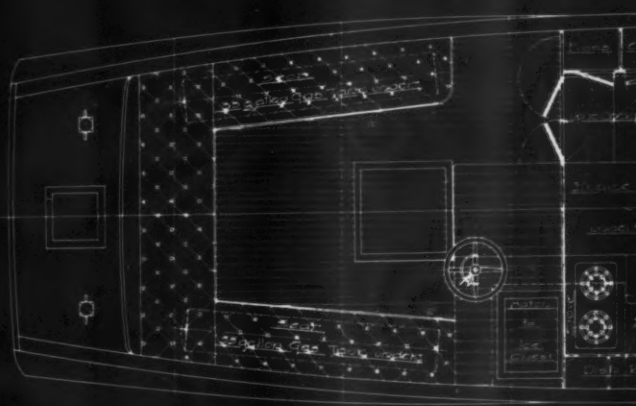
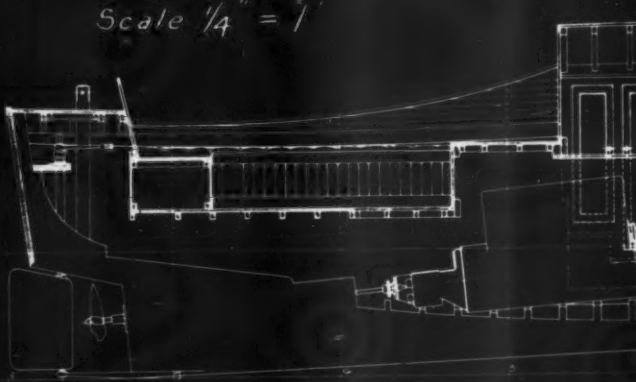
craft
rica
ond
ents
eed
ing
ith
r

In fact
carry-
m.p.h.
under
division.
a style
line of
eye. In
bility is
These
page 136)





Scale $\frac{1}{4}'' = 1'$

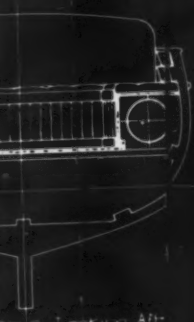




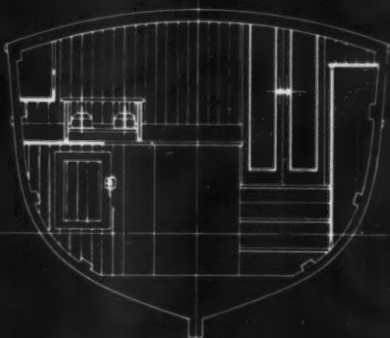
Section 1 - Looking Forward



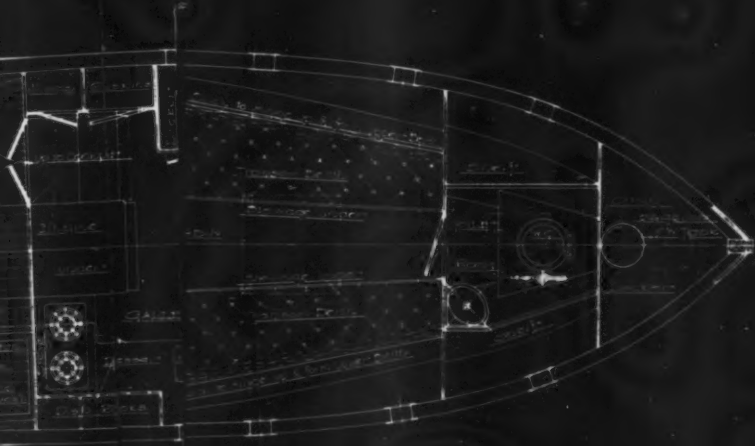
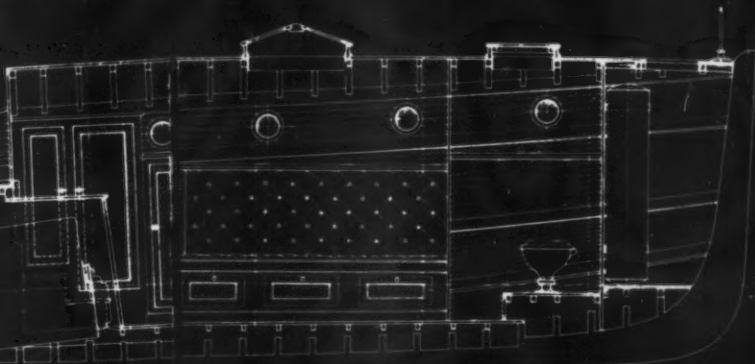
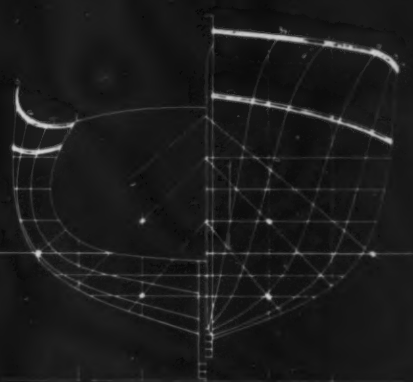
Section 1 - Looking Forward



Section 2 - Looking Aft



Section 2 - Looking Aft



COMFY

A 32 Foot Cruiser

MOTOR BOATING'S
BUILD A BOAT Series

Designed by
CHAS. D. MOWER
Especially for



119 West 40th St.,
New York

COMFY, An Able Cruiser

Design, Specifications, and Descriptions for Building an Attractive Cruising Boat of Popular Size and Substantial Construction

Designed Especially for MoToR BoatinG

By CHARLES D. MOWER

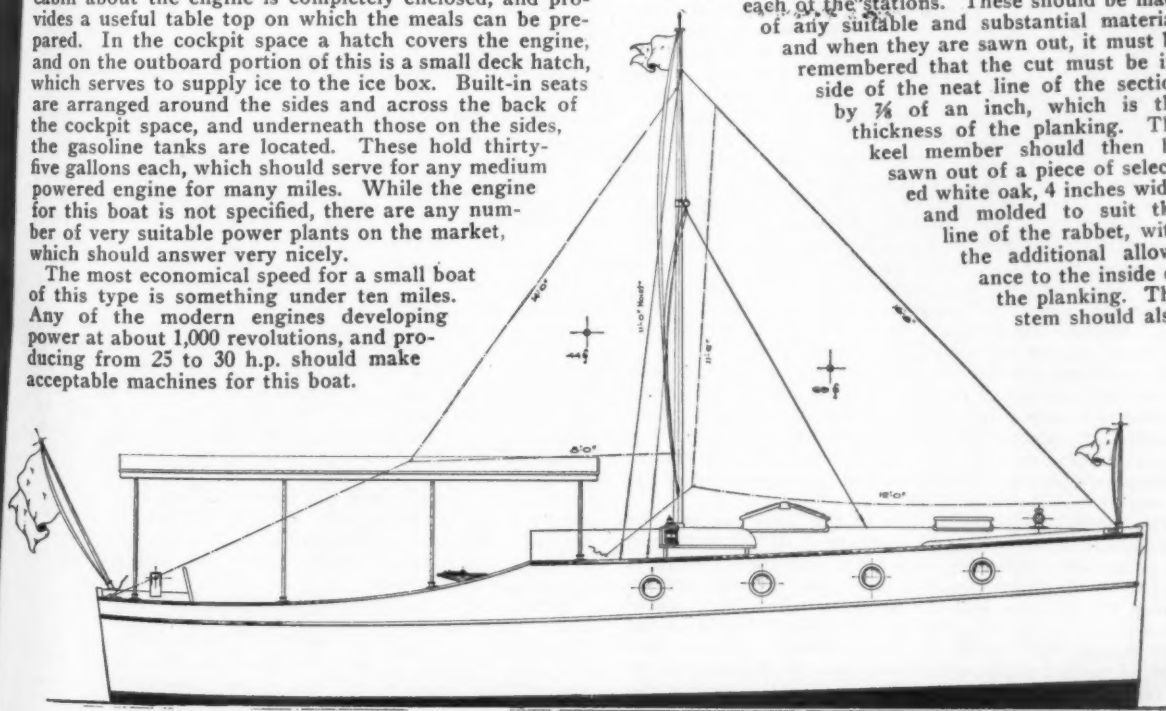
UNQUESTIONABLY the most popular sizes of smaller cruising boats is 32 feet or thereabout. A boat of this size is just large enough to take care of all the necessary accommodations required for three or four people, and at the same time is sufficiently large and able to be seaworthy and fast enough to suit the average requirement. In preparing this design every thought has been given to produce an able boat, with accommodations for four persons in the cabin, and all the necessary locker and galley arrangements.

The boat has been arranged with a chain locker in the fore peak, which at the same time encloses a water tank, which is set on its ends. This is an unusual arrangement and accomplishes the purpose very nicely with a minimum requirement of floor space. The little toilet room is also in the bow, and contains several shelves for the storage of miscellaneous items of clothing, and the other accumulations of effects which always take place on a small boat. The main cabin is arranged more or less as usual, and has two roomy transom berths, the backs of which are arranged to hinge up to form an upper berth. These four berths are ample for as many passengers as would usually be carried on a boat of this size. The galley is on the starboard side of the cabin, and contains the usual stove, sink, dresser, dish racks, and other typical equipment required. The companion entrance is on the port side, and is flanked by two lockers, which serve to take care of the flags, oil skins, and other similar items.

The engine has been placed right at the cabin bulkhead in such a way that a portion of it comes within the cabin, and the remainder outside. The space in the cabin about the engine is completely enclosed, and provides a useful table top on which the meals can be prepared. In the cockpit space a hatch covers the engine, and on the outboard portion of this is a small deck hatch, which serves to supply ice to the ice box. Built-in seats are arranged around the sides and across the back of the cockpit space, and underneath those on the sides, the gasoline tanks are located. These hold thirty-five gallons each, which should serve for any medium powered engine for many miles. While the engine for this boat is not specified, there are any number of very suitable power plants on the market, which should answer very nicely.

The most economical speed for a small boat of this type is something under ten miles. Any of the modern engines developing power at about 1,000 revolutions, and producing from 25 to 30 h.p. should make acceptable machines for this boat.

While the construction of a boat as big as this is a severe task for an unskilled amateur boat builder, it is within the possibilities, and some words of explanation concerning the construction might be acceptable. Every boat is constructed on the basis of the data contained in the table of offsets, which is the vital element in laying out a boat. A careful inspection of the table will show that there are a series of figures under each of the headings for the eight different stations into which the hull is divided. These figures are given in feet, inches, and eighths, and give the heights above the base line, which is established at exactly three feet below the load water line. These heights are given for the upper and lower sheer line, two buttock lines, the rabbet line, and the bottom of the keel. The figures below this are half breadths, which give the offsets from the center line of the boat to the same lines, that is the sheer lines, and also to a number of waterline planes established at various distances above and below the waterline plane. Distances from the center line along three different diagonals are also given, so that the lines of the different sections can be thoroughly faired in when the drawings are laid out to their full size. The construction of any boat properly begins with the reproductions of the line drawings in their full size on heavy sheets of paper. This having been done in conformity to the figures in the table of offsets, will establish the outside curve at each of the different stations, as well as the profile and plan of the entire boat. It will look exactly like a reproduction of the line drawing to its full size. The dimensions are all given to the outside of the planking, and the next step in the operations is to prepare a series of molds, one for each of the stations. These should be made of any suitable and substantial material, and when they are sawn out, it must be remembered that the cut must be inside of the neat line of the section by $\frac{1}{4}$ of an inch, which is the thickness of the planking. The keel member should then be sawn out of a piece of selected white oak, 4 inches wide, and molded to suit the line of the rabbet, with the additional allowance to the inside of the planking. The stem should also



Outboard profile of the 32 foot cruiser Comfy, designed by Charles D. Mower

be prepared, and attached while the dead wood at the stern can also be built up as shown on the drawings, and the transom attached. White pine stop waters are inserted later at the rabbet line intersection of all joints, to prevent water from crawling through the joint.

The next operation would be the erection of the molds at each station point, which must be carefully done so that they are absolutely symmetrical with the center line, and plumb with the base line. They should be securely stayed to the ceiling of the shop, or in any other suitable manner, so that they will be rigid and immovable. Do not forget to locate the center line of the propeller shaft on all the stations through which it passes. This is essential in securing the proper location for the shaft hole which must be drilled later. A ship's auger is used for this operation, and a guide should be used in order to insure a straight hole through the timbers. For a shaft of 1½ inches diameter, the hole should have at least a quarter inch larger diameter. Remember

also to paint all surfaces of wood before they are permanently fastened together. Temporary battens should be attached outside the forms, and well secured to them with heavy screws. These will then form a skeleton of the boat, and give a form to which the frames are bent. The frames are of white oak, 1½ inches square and spaced every ten inches. They should be well steamed in a steam box, and withdrawn one at a time, and immediately attached to the keel and clamped to the battens at a number of places throughout their length, while they are hot. As they cool, they will take the curve in which they are bent, and remain that way. As each frame is drawn out of the steam box, a fresh one is inserted so that there are always from six to eight or more in the steam being softened. White oak is the best material for this purpose, and bends most readily. In those stations where the curvature is very sharp, it is well to prepare a strap of 1½ inch iron with a square hook on one end. This is the end which will be at the keel, and as the frames are bent, the iron strap will tend to prevent them from cracking. After all the frames are in and secured to the temporary battens with nails, the bilge stringers and clamps can be inserted and secured to them with screws. Floors can then be built in at each frame point to hold the lower ends of the frames together, and permit fastenings through the floors to the keel. Limber holes should be cut in the under side of the floors before the planking is applied.

In installing the engine foundations, cut the top surface of the engine beds an inch or so lower than required so that if at any future time a different engine is to be installed, it can be placed without having to cut the engine timbers in the boat. It is always an easy matter to prepare suitable shim pieces, but is not so easy to cut an engine bed down.

The planking on the outside of the boat can now be placed, and a beginning is made next to the keel, and the successive planks are each fitted and applied in turn. As the work progresses, the temporary battens are removed one by one, and the planking takes the place of these as the work progresses. The plank should be cut with a generous width in the midship's portion, and tapered toward the bow and the stern of the boat as required, to make a nice fit. The girth of the boat at the bow, stern and midships, should be divided into the same number of divisions which will determine the amount of taper to be applied to each plank. In planking, it is

Stations		0	½	1	2	3	4	5	6	7	8
Keel to Base	Upper Sheer Line		8-1-7	8-0-2	7-9-3	7-6-7	7-5-0	6-11-3	6-2-1	6-0-2	6-1-5
	Lower Sheer Line		6-7-6	6-5-7	6-2-3	5-11-1	5-8-3	5-6-3	5-5-2	5-5-3	5-7-2
	Buttock 36" out				8-7-0	2-10-2	2-2-7	2-1-5	2-3-6	2-8-4	2-3-5
	Buttock 18" out		7-9-2	4-10-4	2-1-4	1-7-3	1-5-4	1-6-2	1-9-7	2-3-3	2-11-0
	Rabbit Line		1-8-3	1-4-2	1-2-3	1-0-5	0-11-4	1-1-1	1-5-3	2-0-4	2-10-0
Half-Breadths	Bottom of Keel		1-2-7	1-1-0		Straight Line					
	Upper Sheer Line		1-9-0	2-11-0	4-0-7	4-5-5	4-6-6	4-5-6	4-2-6	3-9-0	3-1-0
	Lower Sheer Line		1-1-4	1-11-7	3-2-5	3-11-6	4-5-0	4-6-7	4-4-6	3-11-7	3-4-6
	W.L. 27" above		0-0-1	1-7-3	2-10-6	3-3-5	4-4-4	4-7-0	4-5-1	4-0-5	3-6-4
	W.L. 18" above		0-8-6	1-5-0	2-7-6	3-7-2	4-3-2	4-6-5	4-5-7	4-1-7	3-8-0
	W.L. 9" above		0-7-1	1-2-5	2-5-0	3-4-4	4-0-7	4-5-0	4-4-5	4-0-5	3-5-7
	Lead Water Line		0-5-4	1-0-0	2-1-3	3-1-0	3-3-2	4-1-0	3-11-7	3-6-5	2-2-0
	Water Line 6" bel.		0-4-1	0-9-6	1-10-0	2-8-4	3-3-5	3-6-7	3-4-6	2-4-3	
	Water Line 12" bel.		0-3-1	0-7-4	1-4-6	2-1-6	2-7-5	2-9-4	2-2-3		
	Rabbit Line		0-2-0	0-2-0	0-2-0	0-2-0	0-2-0	0-2-0	0-2-0	0-2-0	0-2-0
Diags.	Diagonal No. 1		1-2-0	2-0-1	3-3-5	4-3-3	4-11-2	5-2-5	5-1-7	4-9-7	4-3-2
	Diagonal No. 2		1-0-0	1-9-6	3-0-6	3-10-4	4-3-3	4-4-4	4-2-3	3-9-3	3-2-2
	Diagonal No. 3		0-9-0	1-4-6	2-2-6	2-8-0	2-10-2	2-9-6	2-6-1	1-11-5	1-2-2
Dimensions in feet, inches & eighths to outside of Planking. Stations spaced 4'0" apart.											
						Diag. No. 1 intersects 6' 6" ab. Base & W.L. 4' 6" out 1-2-2 6' 5-5" 6' W.L. 9" ab. 8' out 1-2-3 6' 3-9" 6' W.L. 12" bel. 8' out					

Table of offsets containing all figures for laying down the lines of the hull

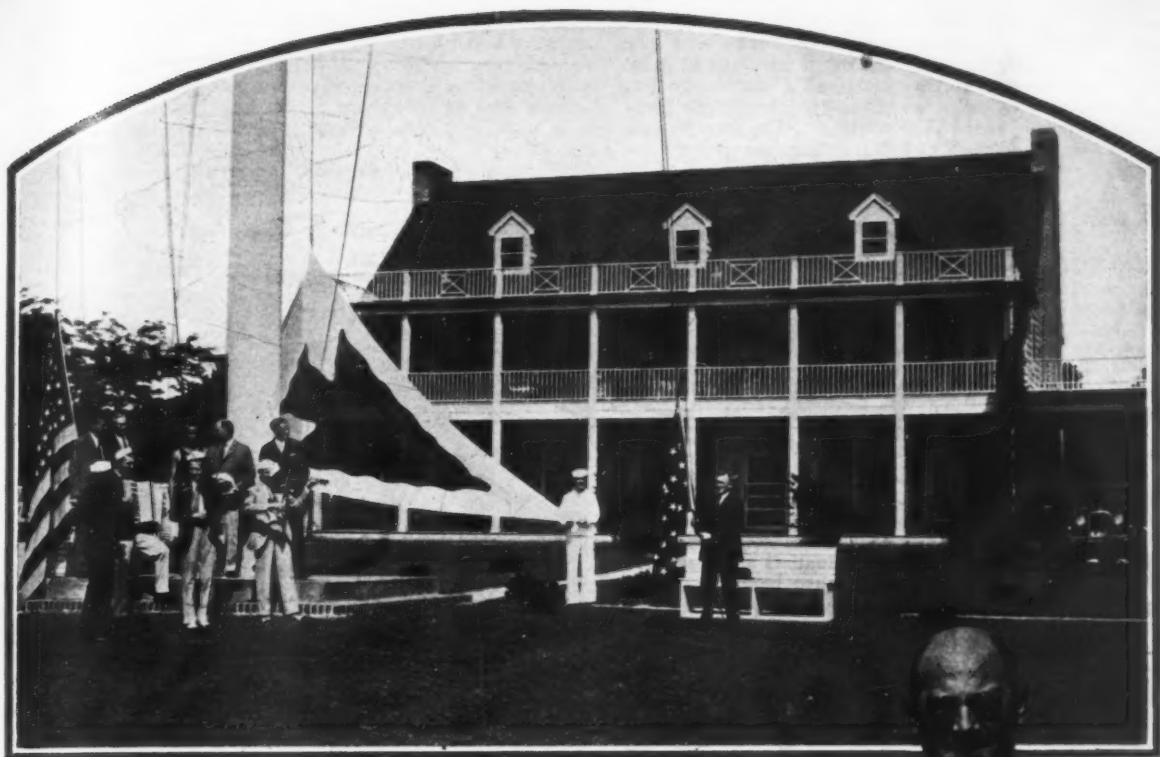
also better to start down from the sheer line and affect a closing of the planks at some point about the middle of the girth. Deck beams can now be bent and secured in place, as well as the cockpit floor beams, and the floor. Hatch openings should be well framed out where called for, and reinforcing blocks placed, and secured to strengthen the deck at the various points where necessary. After the hull is completed the finishing operations can begin, which requires considerable patience and careful work to turn out neat joiner work for the partitions, cabinets, and other details. The deck should be covered with canvas, and it is not necessary to use such high grade material for the decking. Uniform sizes of ¾ inch tongue and grooved yellow pine should be used, which can be later covered with 10 oz. canvas. This should be secured to the wood with some of the prepared marine glues made particularly for this purpose, or possibly can be attached over a coat of wet paint. Some builders prefer the glues, while others stand by the paint.

An operation which calls for much care is the smoothing down of the hull. The work should be begun at the top sides and all high spots planed down. These will be most apparent at the turn of the bilge, and at the joints between planks which must be neatly dressed down until the exterior of the hull is entirely smooth. The final finish should be with a good sand papering, and after several days' work, the hull should be smooth and fair.

Such details as holes for the port lights, companionway slides, hatches, and all other items consume time, as do the trim, moldings, tank installations, plumbing work, and the many items that need attention. After all of these have been taken care of, the boat will begin to look completed, and after several coats of good paint, the boat will be ready for launching. The final alignment of the engine should wait until the boat is afloat and has had sufficient time to assume its natural position, as the reaction of the water on the hull has a tendency to change its shape slightly, and would upset any fine alignment work done in advance.

Readers who plan to construct this little cruiser can secure a set of blue print copies of the drawings to a scale of ¾ of an inch to the foot at moderate cost. Address the Editor of MoToR BoatinG, 119 West 40th Street, New York, N. Y., if you are interested in these drawings, and particulars will be sent you.

The complete specifications covering the construction of this little boat follow: (Continued on page 124)



Station No. 1, at Port Washington, L. I., of the newly organized Montauk Yacht Club. The officers of the Club will be seen raising the Club burgee for the first time

CARL G. FISHER

Heads *New*

Montauk Yacht Club

*Station Number One Already Opened
With Other Stations to Follow Soon*

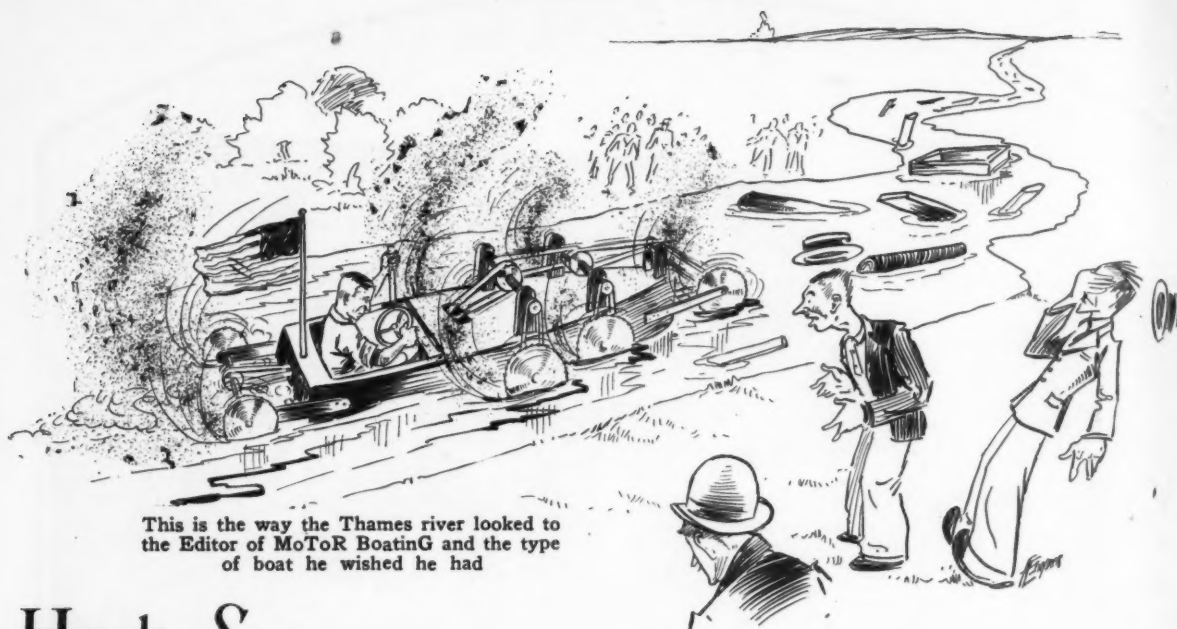
WITH the increase in yachting everywhere, some of the existing yacht clubs are having difficulty in taking care of the increase in membership and the ever increasing fleet of craft. It is, therefore, but natural that new clubs should be in the making and one of the latest organizations to go into commission is the newly formed Montauk Yacht Club which recently hoisted its club burgee for the first time at their station No. 1 located at Port Washington, Long Island.

The newly formed Montauk Yacht Club will be one of the most elaborate in existence today catering to the most exclusive yachtsman and best yachts that float. It is planned by the officers of the new club to open other stations shortly. Station No. 2 which is already underway, will be located at about 56th Street on the East River. This location will give the Montauk Yacht Club one of the best in Manhattan and it will probably serve a great number of yachtsmen on Long Island who use their yachts for commuting to New York City and find the present facilities for docking, etc., very poor. It is planned to make Station No. 2 of the Montauk Yacht Club one of the most elaborate in existence. Every facility for

(Continued on page 180)

Carl G. Fisher, Commodore of the new Montauk Yacht Club. Station No. 1 of this club has already been opened at Port Washington, Long Island. Other stations will be opened at New York and Montauk Point





This is the way the Thames river looked to the Editor of MoToR BoatinG and the type of boat he wished he had

Huck Says

I Keeps CHAP Sober in London

Illustrated by
A. E. Synder

WELL Chap, if you doesn't like the title of this story, you knows what you can do with it. I believes in stating the facts, and you has to admit that it is a fact that you keeps sober in London. Of course you may deny that I keeps you sober, but I has just as much right to claim I keeps you sober as anybody else has. Just tune that in on your antenna, and I is positive that you publishes these facts.

Of course, you is notorious for never drinking nothing in the United States, in fact, I am sure that you is the only American citizen what has not taken to drink during the last six years. But the point, it is this: You never can tell what one of you boys will do when you gets away from home. I well remembers that time we goes down to Cuba and runs a race with the Gulf stream offn Havana, that when Commodore Peter Morales proposes a toast to you that you immediately jumps up and quaffs not less than a teaspoonful of champagne, and I nudges Commander Harry Jackson in the ribs, or at least I loses my balances and falls over his way, and I says to him, "Will you look at Chap drinking—if he ever got started I fears he would be a bad boy."

So when I hears you was going over to England to drive one of them pocket editions of speed boats, I says to myself, "Huck, your duty, it is plain. There that feller is going way across the Atlantic in company with Cur de Lyon, and Cur de Lyon has a bad enough influence on anybody right in New York, and Gawd only knows what bad ways he will lead Chap into when he gets him in London." I knows that it is no use saying anything to you about it, so I just hires the bridal sweet on the Leviathan, and the first you knows about it was when you finds me waiting in line for the bar to open.

Of course, I wouldn't mention nothing about there being any bar on the Leviathan, only that the newspapers are full of it these days; some careless person having mentioned it to Auntie Wheeler or somebody what finds it profitable NOT to drink. I doesn't want to give your readers any idea that they runs a real out-and-out saloon on no American ships because of course they doesn't do that. They merely has a ships medical locker in case of sickness, and everybody they always gets took violently sick the minute they gets in sight of the ocean, and the rush is so great and the cases all so critical, that the ships doctor, he has to prescribe stimulants for everybody on board almost, and the only way he keeps them healthy so they will get by the foreign medical examinations when they reaches Europe is to keep everybody stimulated all the way across. Of course to some people it looks like an open bar, but of course every reasonable minded American knows that it isn't.

Anyways, you doesn't seem surprised that I is aboard. I mean you always controls your emotions in a great crisis. Of course Cur de Lyon exclaims, impolite-like "Whatthell is you doing aboard this boat?" but I answers him in similar language, what he can understand, and for the next three days we is all seasick, not being used to such big power boats, and then we gets to England.

Well you knows how it is Chap, these Limeys, they doesn't speak English so good as what we does in the United States and they is very hard to understand. What I mean is that they doesn't understand you very well. I supposes of course that King George would be down to the dock to meet you, and the minute they gets the gang plank out I rushes ashore to find him and

tell him you is really there, but I doesn't get very far. They was a rude feller, what I supposes was a member of the British Coast Guard what grabs me and says as how where is I going. I explains to him, haughtylike that you is aboard, and that I was going to look up the King and tell him so, so he could find you without having to stand in line so long.

I shall never forget the look that feller gives me. His mouth it sort of hangs open and his eyes gets crossed.



I shall never forget the look that feller gives me

He remarks to a couple of other rum-chasers "Here is another one" or something like that, they grabs me, and although I tries to explain everything dignified-like, they puts me in a wagon and the first thing that I knows I was in jail. That Chap, explains why I was not around to help you unload the boats, and why you misses connections with the King and everything. I am mighty sorry, but I assures you I has only the highest intentions.

Anyways, they keeps me in jail that night, and the next day two fellers comes

in and begins asking me questions. So I asks them a lot of questions, and what do you suppose they was posing as? A coupla doctors. They has the nerve to think I am cuckoo. Well all I has to say Chap was that if they is doctors, that I am prepared to operate on anybody for appendycitus anytime, anywhere. They was dumb beyond words. I tries every ways I knows how to get it all through their skulls. I says, finally, "For the last time, I tells you I is with Chap; I is his unofficial adviser, just the ways Colonel House was with Woodrow Wilson when he goes to Parus, before they busts up. I knows the King was on the dock somewhere and I just hurries ashore to make the meeting prompt like, etc," just like I states above. Then one of them says to the other "Dash me, who is this chap?" and I rejoins, "Oh DASH yourself and quit kidding me. I wastes too much time with you numbnits already" and I starts to walk out when they sets up a loud yell, two guards rushes in and throws me for a ten yard loss.

Well Chap, after I has explained the same thing about you and the King to everybody from the Bishop of Westminster down, they finally gets it through their head who you was and that you was courteous enough to come over personally to get the cup, and they lets me go, but all I can say is that I doesn't want to have no more experience with the British Coast Guard, I doesn't. This, it explains why I doesn't join you until the day before

the race. Of course, I still cannot understand why you wasn't worried about me, or why you doesn't seem to show no interest when I gets back to help you, and of course, I doesn't forget in a hurry the tone of voice that your friend Cur de Lyon uses when he turns around and says, "OH, is you back!", but anyways, I was glad to see that you hadn't been doing any drinking while I was not around to protect you from Lyon and others.

I finds you standing in the mud in the Thames, with Little Shadow and Dixie Flyer also standing in the mud, wringing your hands. You recalls that I exclaims, "It is too bad for a couple of my fellow citizens from Florida to spend all their money sending a coupla fine boats over here only to have you haul them up in the mud like a coupla row boats," and you glares at me and stops wringing your hands long enough to say "Well where would YOU haul them out; they is no railway nearer than Liverpool and that is six hundred miles away?" At that, I assures you I will have the matter attended to, and knowing that the Duke of York was the feller what gets up the race, I jumps into a taxicab and drives to Buckingham Palace. You can imagine my surprise when the butler tells me that not only the whole royal family doesn't live there in the summer time, but that the Duke of York is over in Beerritz with his brother to a tea dance. I immediately sends a wire to the Duke in Beerritz but I never gets an answer, but as I thinks it over now, I recalls that I forgets to put my address on it, so he probably did not know where to reply.

Anyways, we never does get any marine railway to pull the boats out on, and the tears, they comes to my eyes when I recalls seeing Cur de Lyon, all folded up like a jackknife trying to put a new propeller on his boat, TWO feet under mud. But in spite of all them things, you and the Cur and Harry Greening, you has your boats in the pink of condition on the day of the fight.

Now the Hudson and the Thames are equally good places for speed boat races. They is only one great difference; the Thames is full of Wood and the Hudson is full of Bottles. At first that, (Continued on page 116)



They puts me in a wagon and the first things that I knows I was in jail

SMALL MOTOR BOATS

Their Care, Construction and Equipment

A Monthly Prize Contest Conducted by Motor Boatmen

Questions Submitted for the November Prize Contest

1. What method would you follow in drying out and cleaning and putting back in service, an engine that had been submerged in salt water?

(Submitted by W. B. M., Newburgh, N. Y.)

2. What is the best medium of heating the small cruiser during the fall and early winter months, in order that the boating season may be lengthened a few weeks?

(Submitted by V. L. S., Wilmington, Del.)

Building In the Running Lights

Methods for Placing and Arranging the Light on a Small Boat to Display Them Correctly and Afford Ready Accessibility

Answers to the Following Question Published in the July Issue

"Explain and illustrate how to construct and install built-in running lights, the lamp of which is readily accessible."

Building in Running Lights

(The Prize-Winning Answer)

THE electric running lights illustrated make use of the standard regulation galvanized or brass lights. They should be of the spring fount type, without hinged bottoms and attach to the light boards in the usual fashion, by sliding down over a flat holder attached to the light boards.

It is preferable to elevate the light boards about two inches above the canvas deck to permit drainage under them, and allow for painting the deck. As illustrated, the lamp is mounted on an Edison base, with $\frac{1}{8}$ inch pipe tapping at the bottom. A short piece of $\frac{1}{8}$ inch brass pipe runs down through a large hole in bottom of light board, and a water tight connection is made with the deck by means of lock nuts, brass washers,

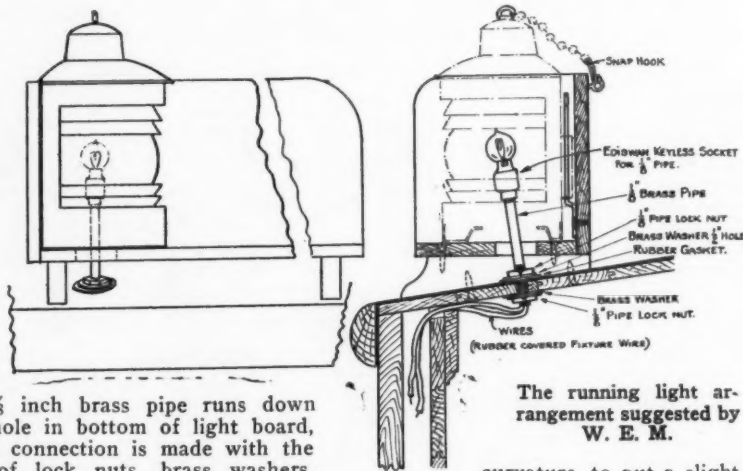
and a heavy rubber gasket, as shown in the drawing.

It is not necessary to have a rubber gasket on the inside end of this connection. The brass pipe has a long thread about $1\frac{1}{2}$ inches long for $\frac{3}{8}$ inch decking and longer where heavier decking is used, on the bottom end, and the thread on upper end should be standard. The pipe lock nuts are about $\frac{1}{4}$ inch thick and can be gotten at almost any piping supply house. Ream out any

burrs in the ends of these pipes to prevent injuring the insulation of the wires which pass through them.

Of course the pipe should be of proper length to bring the lamp at about the center of the fresnel lenses, and as the deck is usually curved, the lamp must clear the hole in the bottom of the side light when the latter is pulled up for removal or cleaning. It may be necessary, on a

deck with extreme



The running light arrangement suggested by W. E. M.

Rules for the Prize Contest

READERS are urged to consider the above questions for the November issue, and send answers to them to the Editor, MoToR BoatinG, 119 West 40th Street, New York, N. Y. Answers should be (a) in our hands on or before September 25, (b) about 500 words long, (c) written on one side of the paper only, (d) accompanied by the sender's names and addresses.

The names will be withheld and initials used.

QUESTIONS for the next contest must reach us on or before September 10. The editor reserves the right to make such changes and corrections in the accepted answers as he may deem necessary.

The prizes are: For each of the best answers to the question above, any article or articles sold by an advertiser advertising in the current issue of MoToR BoatinG of which the advertised price

does not exceed \$25, or a credit of \$25 on any article which sells for more than that amount. There are two prizes—one for each question—but a contestant need send in an answer to only one if he does not care to answer both.

For answers we print that do not win a prize we pay space rates.

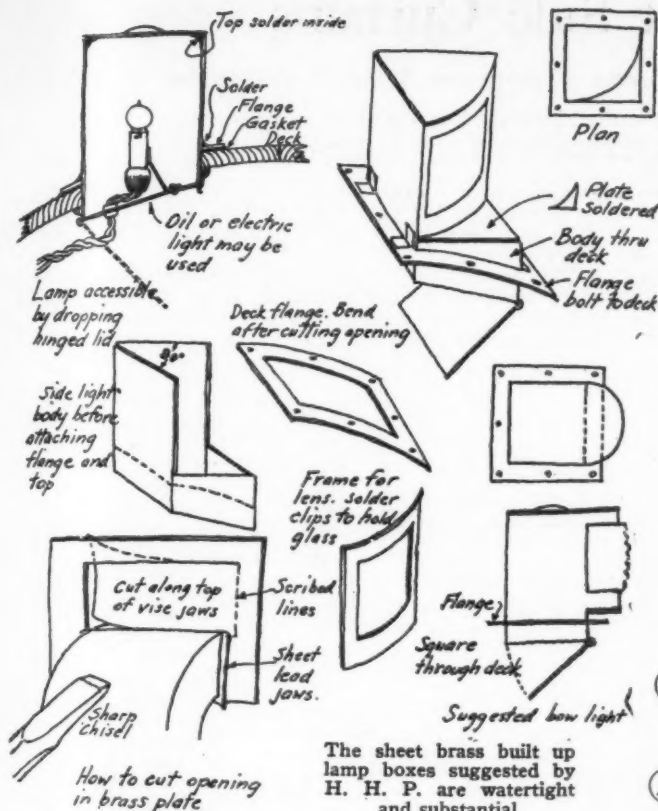
For each of the questions selected for use in the following month's contest, any article or articles sold by an advertiser advertising in this issue of MoToR BoatinG of which the advertised price does not exceed \$5, or a credit of \$5 on any article which sells for more than that amount.

All details connected with the ordering of the prizes selected by the winners must be handled by us. The winners should be particular to specify from which advertisers they desire to have their prizes ordered.

Well Secured Lights

THE way I am installing my running lights will, I think, answer the question proposed for the prize contest in July MoToR Boating.

A block of wood, A, is fitted to and screwed down to the deck, using marine glue between. The top of the block is level, and grooved to take the lens. The side of the block towards the center of the boat is parallel with the center line of the boat, and to this side the screen board, B, is fastened. The back edge of the block is at a right angle to the center line of the boat, and takes the back board, C. Blocks D, are fitted to B and C, and recessed to take the edges of the lens. E, is fitted over the edge of B and C, and grooved to take the top of lens. This can be held down by two or three 3/16 or 1/4 inch brass rods F, with nut, threaded, and riveted to top end of rod, countersunk (Continued on page 110)

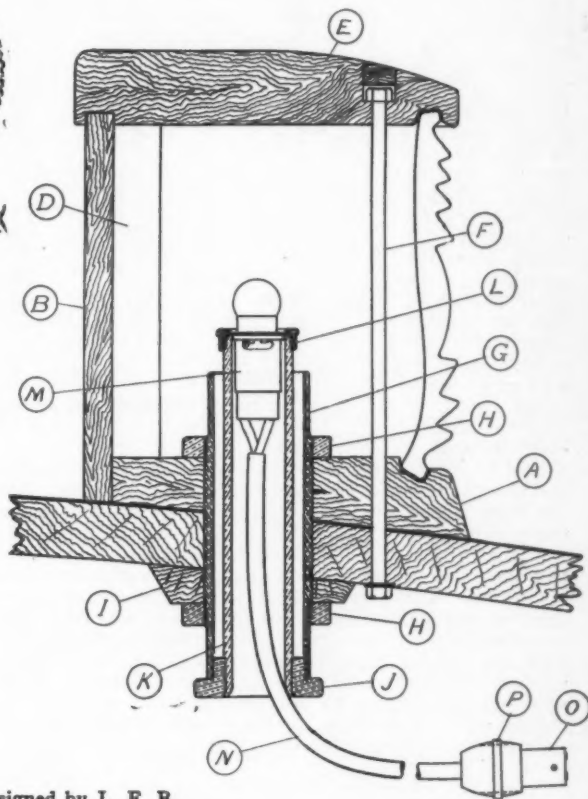


The sheet brass built up lamp boxes suggested by H. H. P. are watertight and substantial

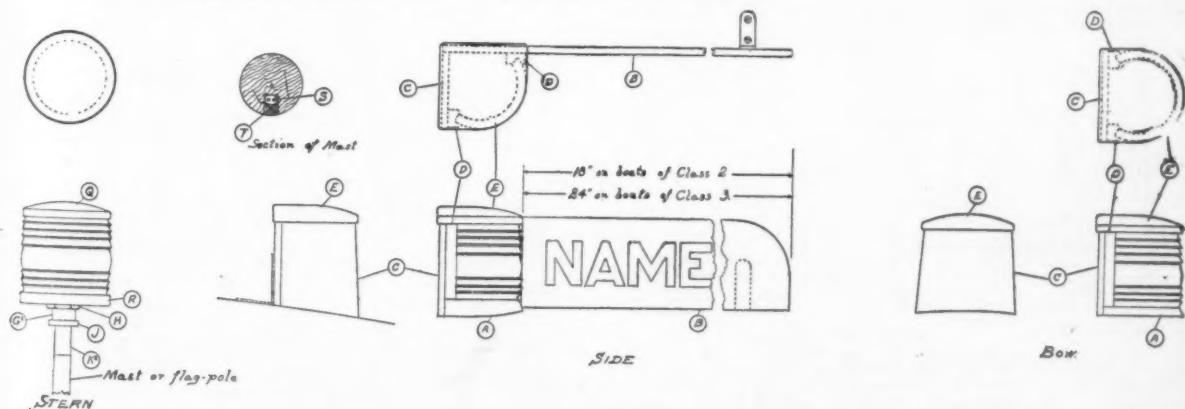
to allow for this removal of the side light. For the wire, use rubber covered single braided fixture wire, two conductors of which will nicely pass through an eighth inch pipe. This arrangement makes the bulb very accessible, as it is not attached in any way to the inside of the side light, and it is only necessary to remove the side light to entirely expose the socket, bulb, and pipe connections.

Another advantage of this arrangement is that the oil founts may be stowed away for use in case the electric system should develop trouble, as it is only necessary to loosen the inside nut and remove the pipe and socket to insert the founts in their former places. It is a good plan to provide a small length of brass chain, and a small snap hook to fasten the light to the light boards, as a precaution against the light being unshipped by a heavy sea. This safety chain is also shown in the sketch.

W. E. M., Philadelphia, Pa.



Detail and assembly of the running lights, designed by L. F. B.



Water Tight Side Curtains

Keeping the Weather Out of the Cockpit by Means of Suggestions Submitted by Ingenious Readers

Answers to the Following Question Published in the July Issue

"Describe a satisfactory method of attaching side curtains to a boat's awnings so as to make a watertight job, and permit easy stowing or securing."

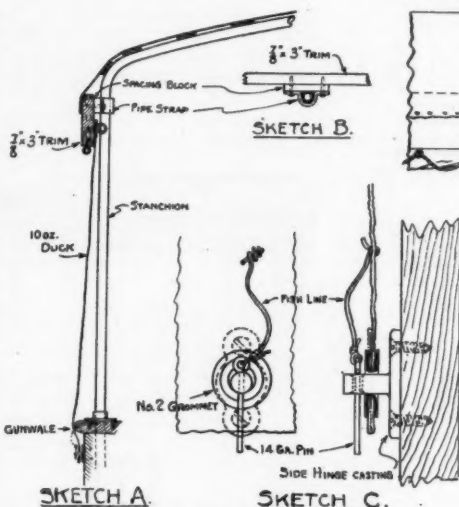
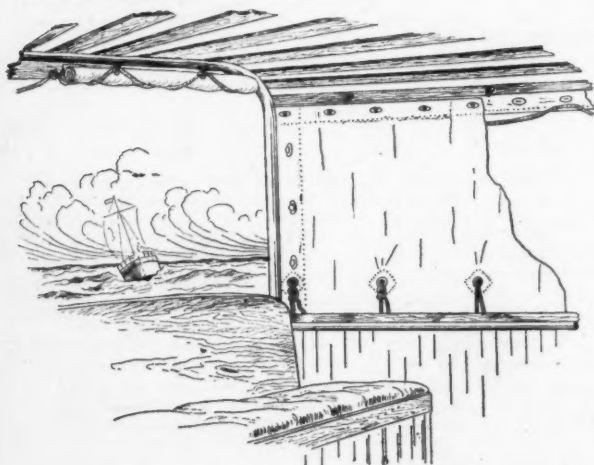
Well Secured Curtains

(The Prize-Winning Answer)

THE method shown in the sketches of attaching canvas curtains to the awning, tying down by lanyards, and looping them up neatly and securely when furled, can readily be adapted to any type of awning.

The awning illustrated is of the bent pipe bow variety, that is, the two stanchions and top bow are shaped from one piece of pipe without ells, elbows, or tees. However, the essential point is to have the canvas or wooden edging around the awning built out about 1 1/4 inches from the stanchions, in order to form a sort of pocket into which the curtain will fit snugly when rolled up.

If the canvas skirt is used it should be made of the same material as the top, doubled, and should be about five inches wide, after doubling. At the sides it is strongly sewed to the awning and hangs about three inches below the lowest slat. This works into the skirt at the ends, and forms a neat finish fore and aft. The canvas for the curtains is eight ounce or ten ounce. There are several ways in which the side curtains may be attached to the top. They may be sewed or tacked with copper tacks. But if wanted detachable, then the regular curtain fasteners will be best. These are oval in shape and have a movable button, which after passing through an oval grommet in the curtain, is turned at a right angle by finger, and thumb, and so secures the curtain to the skirt.



A neatly arranged and secured side curtain as proposed by W. E. M.

At the ends of the awning, wooden headers should be attached to the pipe bows by pipe clips or 1/4 inch machine screws drilled and tapped through the headers into the pipe.

The curtain across the forward end should be fastened to the inside of the header well up under the slats, then around the forward stanchions and extend aft 12 or 18 inches, lapping outside the side curtains and fastened to

them with three or four curtain fasteners. The aft curtain should be fastened to the header in the same way as the forward one, and extend around the aft stanchions three or four inches, and is lapped inside the side curtains and fastened to them with three or four fasteners the same as the fore end.

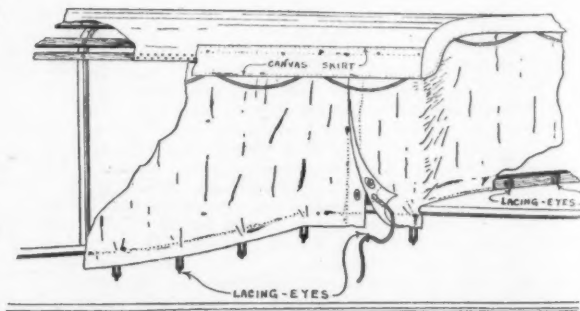
Around the inside of the skirt, a 1/4 inch cotton rope is run in loops, sewed to the canvas with sail makers twine, and run through one-half inch lacing eyes in the wooden headers, at intervals of about 18 inches

apart. At the center of each loop a pig-tail hook is screwed to hang the loop on, when the curtains are rolled up.

The method of fastening the bottom of the curtains is by 1/4 inch cotton rope lanyards. These are sewed to the hem of the curtain, should be 18 or 20 inches long, and the ends served to prevent fraying. In use they are passed through lacing eyes outside the coaming about two inches below the bottom of the curtain, then up through rings sewed to a reinforcement on the curtain about four inches above the coaming. In this way, the lanyards may be fastened at the ring, with two half hitches or a single half hitch bow.

Ordinary fasteners are of no use at the bottom of curtains as they do not allow for the shrinkage of the canvas, and are generally a nuisance when the wind is gusty.

A. N., Brooklyn, N. Y.



A. N. suggests a neat arrangement for attaching and fastening side curtains

An Ideal Side Curtain

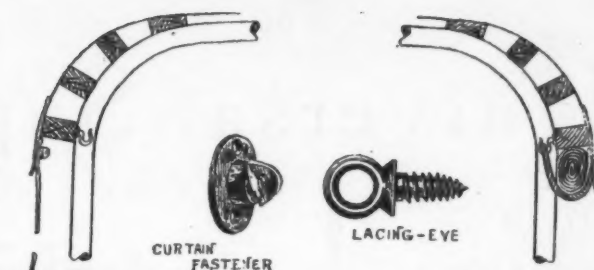
THE ideal arrangement of side curtains must include the features of water tightness (even in a blow) and easy raising or lowering. It has been the writer's experience that completely detaching side curtains, and stowing them in a locker each time they are used is a mistake, and a nuisance.

The arrangement shown in the drawing has been used on my cruiser for six seasons, and has given good service in all kinds of weather. It is necessary to lap the side curtains under the inside of the awnings, at the top and over the outside of the gunwale or coaming at the bottom to secure weather-tightness. This is shown in detail A in the drawing. For fastening the curtains at the top, a good plan is to run a piece of $\frac{3}{4}$ inch thick wood all around the awning on the outside of the stanchions. This piece may be about three inches wide and should be curved to fit across the forward and after ends of the awning and meet fair with the straight pieces at the side.

Fasten this wood trim to the stanchions with about $\frac{1}{2}$ inch space between it and the stanchions. This can best be secured by using heavy galvanized iron pipe straps around the stanchions with a block of wood, $\frac{1}{2}$ inch thick under them. The screws for fastening these straps should run through clearance holes in the block and should screw into the wood trim. This is illustrated in sketch B in the drawing.

The curtains themselves should be of ten ounce water proof duck, securely hemmed at top and bottom, about $1\frac{1}{2}$ inches wide to receive grommets. Use No. 2 brass grommets spaced about every 12 inches along top and bottom of curtains. Attach the side curtains to inside of wood trim by means of No. 108 galvanized screw eyes through the grommets.

For the bottom of the curtains, the most practical



Details of the side curtain suggested by A. N., showing methods of attaching and securing

fastening I have found and one that will stay put under all conditions, is one made as shown in sketch C. The little galvanized castings screwed to the gunwale or coaming are known to the awning trade as side hinges, and are usually equipped with a split cotter pin. Discard this cotter pin, and make up some wire pins of either brass or galvanized wire about No. 14 gauge, and about $1\frac{1}{2}$ inches long, with a small eye at the top. These pins are attached to a short piece of

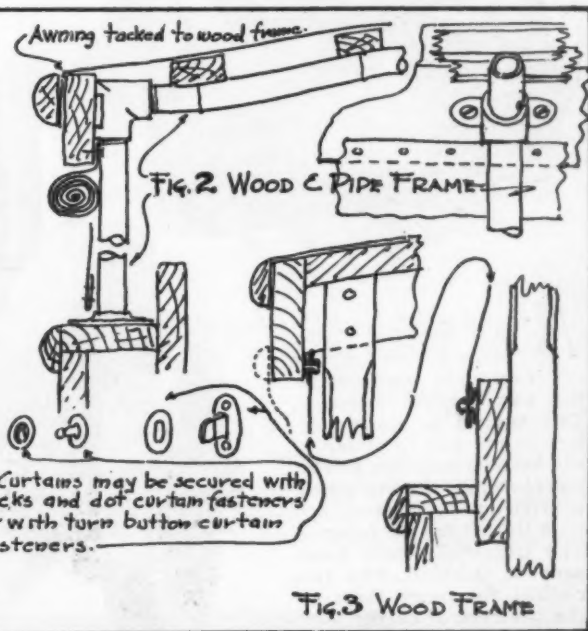
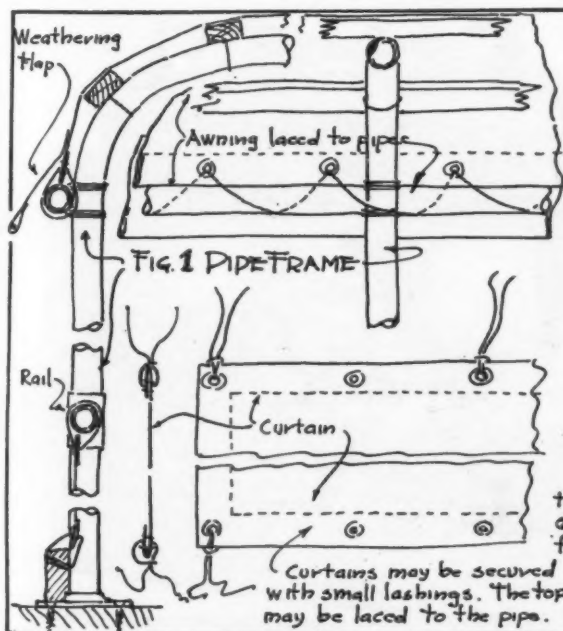
light fish line, and the other end of the line sewed to the curtain about two inches above the grommet. Thus the pins are always handy for instant use. The curtain grommet is slipped over the side hinge casting, and with the same hand, the wire pin is slipped through hole in casting, an operation which is very easily done even at night from the inside of the boat.

For fastening the curtains when rolled up, screw eyes should be attached to the lower edge of the wood trim, spacing them about two feet apart, and a light cotton line (say about $\frac{1}{4}$ inch diameter) run through all around the awning. This line should be slack enough so that the sag between screw eyes can be brought in under the curtain roll and slipped over a convenient screw eye, holding the top of the curtain on the inside of the wood trim.

Sketch D shows the curtain rolled up and fastened. For attaching front curtains on the deck of a raised deck cruiser, a strip of wood should be fitted to the deck directly under the front end of the awning. This strip should be about $1\frac{1}{2}$ inches high, and will carry the side hinge castings same as on gunwale or coaming.

It is advisable to make the front curtains extend aft about two feet in order to secure a weather tight lap of about 12 inches over the outside of the side curtains. The curtain at the after end of the cockpit is simply a drop with a few pig tails of cotton rope to fasten to the aft stanchions, as very seldom does any blow bother from that direction, especially when

(Continued on page 112)

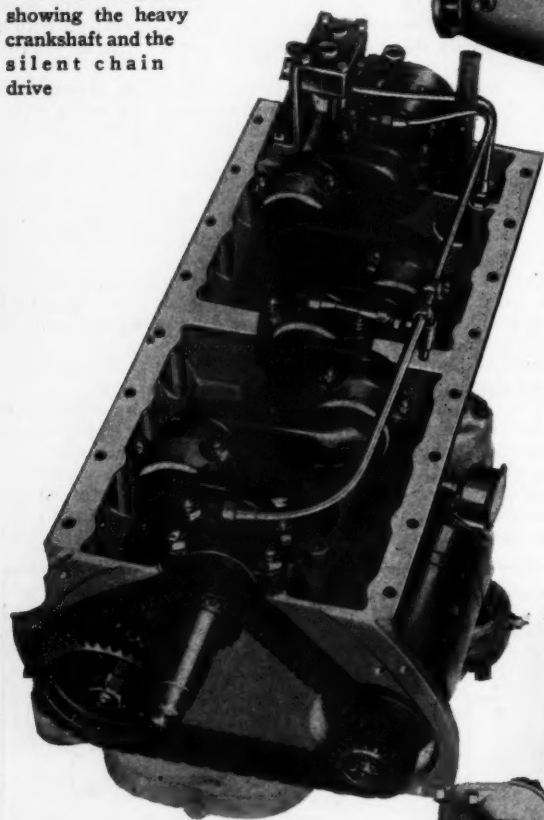


A. G. W. shows several ingenious methods of securing curtains to a variety of awning frames

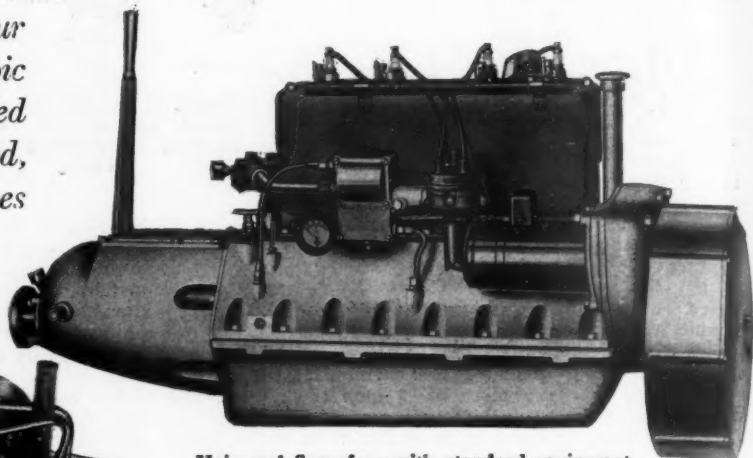
The New Universal Superfour

A Four Cylinder, Four Cycle Engine of 149.3 Cubic Inches to Be Supplied in Medium, High Speed, and Special Racing Types

The lower crankcase showing the heavy crankshaft and the silent chain drive



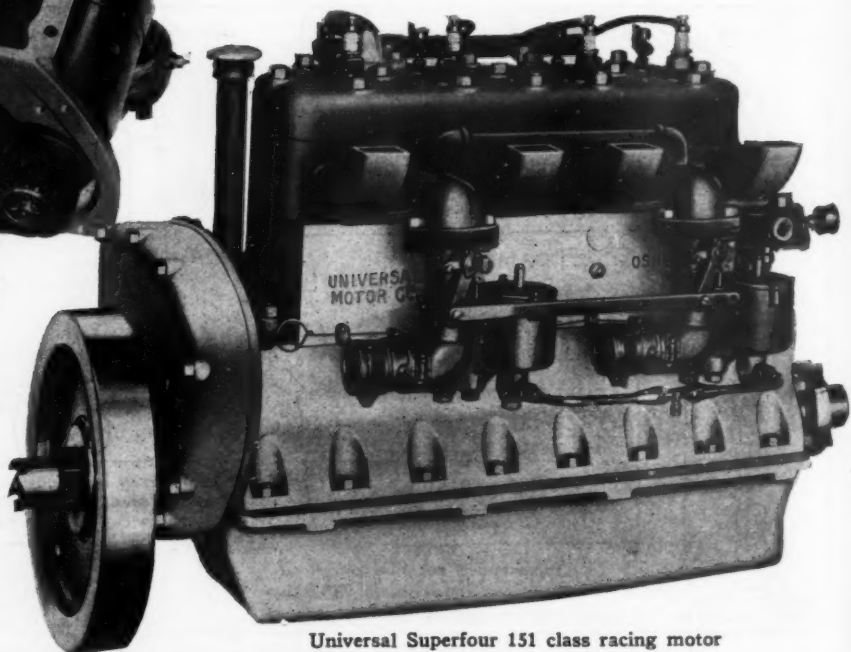
ALL engine builders have felt the crying demand for more power in their products on the part of the boatmen. This has led to unusual effort on the part of designers and builders to secure greater power and revolutions out of a given mass of metal, and on a limited engine capacity. The Universal Motor Company of Oshkosh, who specialized for many years on the one type of engine, have been quietly working on a



Universal Superfour with standard equipment

larger machine, which was first undertaken in 1924. Experimental engines were built, and thoroughly tried out, and actual production was begun in the latter part of 1925. The new machine, which is called the Universal Superfour, instantly gained the favor of the boatmen, and the result has been an unusual demand which the factory has not been able to supply. Additions to the plant and increased production facilities, however, are overcoming this handicap, and permitting the company to keep pace with the demand.

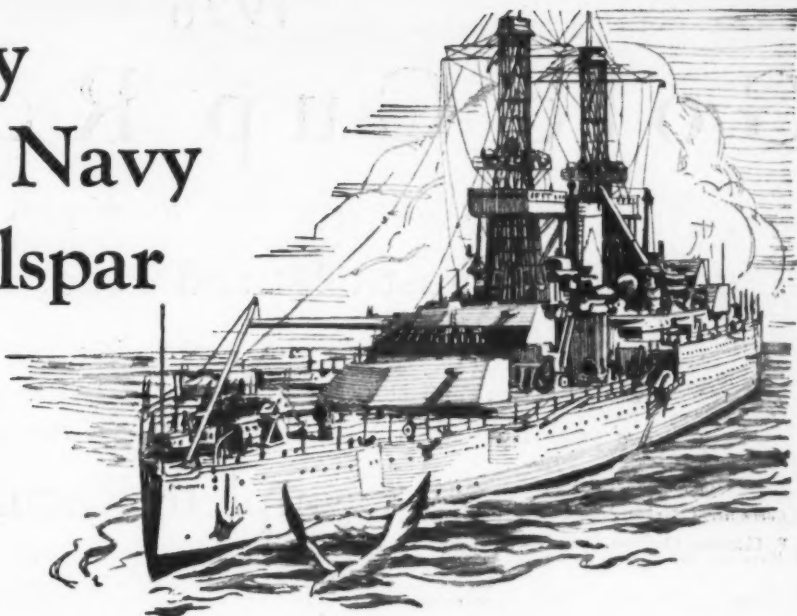
In bringing out the new engine, the designers have embodied many new and modern features in its design and construction. The new Universal Superfour is a four cylinder machine of $3\frac{3}{4}$ inches bore, and $4\frac{1}{2}$ inches stroke. Its piston displacement is 149.3 cubic inches while its weight is only 425 (Continued on page 120)



Universal Superfour 151 class racing motor

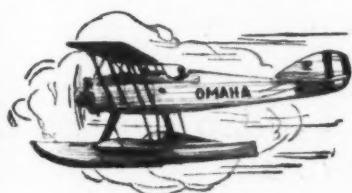
Why the U. S. Navy Uses Valspar

Often, when varnishes other than Valspar have been supplied to the fleet, the men have dug down into their own pockets to buy the "famous varnish that won't turn white." Why? Because they know that Valspar keeps their craft ship-shape much longer than other varnishes.



NAVY regulations prevent the mention in specifications of any particular brand of varnish to be used aboard ship. Yet an analysis of the requisitions of the Battle Fleet for all aircraft and auxiliary boats after the termination of the 1926 manoeuvres brings to light the amazing fact that Valspar was requested in every case.

Why? Because the officers and men would have no other. Past experience had proved to



Navy Aircraft are Valsparred.

their entire satisfaction that there is only one Valspar, that

Valsparred craft come through trying ordeals and severe service far better than those fin-



The Admiral's Barge and the Captain's Gig are kept shining with Valspar.

ished with other "spar" varnishes.

This fact was thoroughly demonstrated in the 1924 manoeuvres, when Naval Air Squadrons were exposed to unusually severe conditions. The planes that were Valsparred came through with flying colors. The others suffered by comparison.

Naturally the Navy's use of Valspar has steadily increased,

until with the operations held recently in southern waters, Valspar was supplied to all craft, with only a few exceptions where stocks of other varnish were on hand which fleet economy would not permit to be wasted.

So the Navy uses Valspar—and "swears" by it. For men and officers alike know that Valspar reduces the work of keeping their craft trim and



"What varnish do I like best? Valspar, of course!"

ship-shape, preserves their record for smartness.

VALENTINE & COMPANY
Established 1832

*Largest manufacturers of
high-grade varnishes
in the world*



VALENTINE & COMPANY

New York Chicago Boston
Toronto Paris London
Amsterdam

W. P. Fuller & Co., Pacific Coast

1926 Gold Cup Regatta

Manhasset Bay, Port Washington, L. I.

August 21st and 22nd, 1926

Under the auspices of the

COLUMBIA YACHT CLUB

MONTAUK YACHT CLUB

and under the Rules and Sanction of the American Power Boat Association

COMMITTEES

Race Committee, Columbia Yacht Club

C. F. Chapman, Chairman,
119 West 40th Street, New York

Race Committee, Montauk Yacht Club

E. E. Meyers, Chairman,
Port Washington, L. I.

A. P. B. A. Gold Cup Committee

F. R. Still, Chairman,
50 Church Street, New York

Contest Board

W. D. Edensburn, Chairman,
Hotel Addison, Detroit, Mich.

Judges

Thomas Farmer, Jr., Chairman,
200 West 77th Street, New York

Chief Timer

Odis Porter,
Indianapolis, Indiana

Scoring and Timing

W. D. Edensburn, Chairman,
Hotel Addison, Detroit, Mich.

Starters

A. J. Utz, Chairman,
50 West 17th Street, New York

Course and Patrol

Clifford Sloan, Chairman,
Manhasset, L. I.

Transportation

A. Masury, Chairman,
252 West 64th Street, New York

New York Spectators

Ira Hand, Chairman,
29 West 39th Street, New York

Measurers

E. V. Rippingille,
General Motors Bldg., Detroit, Mich.

F. W. Horenburger,
119 West 40th Street, New York

Press

S. Hanagan, Chairman,
Heckscher Bldg., New York

Fireworks

Victor Kleiarath, Chairman,
4530 Van Pelt St., L. I. City, N. Y.

Prizes

W. M. Eldridge

Complete Racing Program

SATURDAY, AUGUST 21st, 1926

Event No.

- 1 2:30 p.m.—1st heat Gold Cup—30 miles
- 2 3:25 p.m.—Biscayne Babies—12 miles
- 3 4:00 p.m.—2nd heat Gold Cup—30 miles
- 4 5:00 p.m.—1½ litre class—12 miles
- 5 5:30 p.m.—3rd heat Gold Cup—30 miles
- 10-11 p.m.—Fireworks

**Note: The 5th heat will be run only if necessary to decide the winner. Should more than 4 heats be necessary, the Race Committee shall decide the time for all subsequent heats.*

SUNDAY, AUGUST 22nd, 1926

Event No.

- 6 1:15 p.m.—1st heat Dodge Trophy—12 miles
- 7 1:45 p.m.—Biscayne Babies—12 miles
- 8 2:20 p.m.—2nd heat Dodge Trophy—12 miles
- 9 2:45 p.m.—Outboard Motors (Free for All)—3 miles
- 10 3:00 p.m.—Outboard Motors (Baby Buzz)—9 miles
- 11 3:45 p.m.—3rd heat Dodge Trophy—12 miles
- 12 4:15 p.m.—1½ litre class—12 miles
- 13 4:45 p.m.—4th heat Dodge Trophy—12 miles
- 14 *5:30 p.m.—5th heat Dodge Trophy—12 miles

RESERVED ANCHORAGES

Buoys 24 to 27—Regatta Committee Boats
Buoys 27 to 1—Port Washington Y.C. Yachts
Buoys 1 to 3—Manhasset Bay Y.C. Yachts
Buoys 13 to 15—Knickerbocker Y.C. Yachts

Buoys C to E—Timers, Judges, Press Boats
Buoy A —Judges Boat
Buoy D —Judges Boat
Buoys 11 to 13—Columbia Y.C. Yachts

Yachts in the above anchorage should be in position previous to 12 o'clock noon.

UNRESERVED ANCHORAGES

Buoys 3 to 11

Buoys 15 to 24

ANCHORAGE REGULATIONS - - - GOLD CUP RACES

August 21st and 22nd, 1926

Under the Provisions of the Act of April 28th, 1908, Entitled "An Act to Provide for Safety of Life on Navigable Waters During Regattas and Marine Parades"
(Department of Commerce Circular No. 247)

The following rules and regulations are made to provide for the safety of spectator yachts:

1. **ANCHORAGE LIMITS**—All vessels must anchor outside the boundary line of course as established by buoys and patrol boats. No boat will be permitted to cross the course for a period of two hours before time of the first scheduled race on Saturday and Sunday, August 21st and 22nd, and after completion of races on those days, until one-half hour after the last boat finishes.

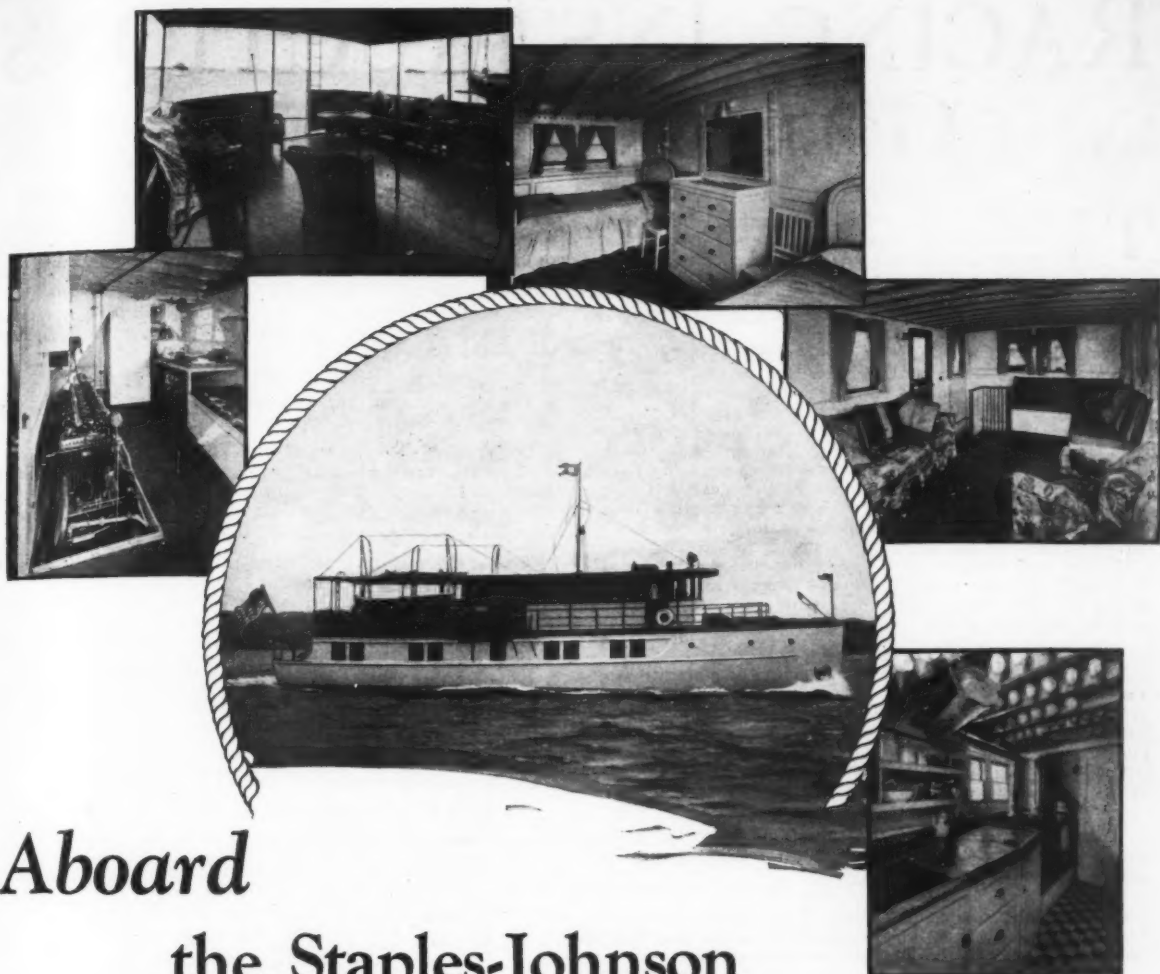
2. **SPEED**—All vessels on waters adjacent to the course shall proceed at a speed not in excess of five knots at any time in the period mentioned in section No. 1 above.

3. **SIGNAL**—Patrol boats will sound the danger signal (four or more short blasts of the

whistle) to any vessel disregarding the above regulations, and such vessel will immediately stop and wait for the patrol vessel, who will make such disposition of the infraction of the laws as covered by section No. 4 below.

4. **VIOLATION** of any of the above rules is punishable by a fine of \$500.00 and other penalties as provided in Department of Commerce circular No. 247, section No. 4.

It is earnestly requested that the masters of spectator yachts will assist the committee in carrying out the above simple rules and thereby helping make the regatta a success as a clear course must be assured to the contestants and the safety of life and vessels requires that they do not violate, in letter or in spirit, the rules outlined above.



Aboard the Staples-Johnson Houseboat

There has been no expense spared to provide the luxury, the comfort, the speed and the serviceability that a man of keen nautical judgment demands.

Engine Room provides ample space for equipment, work bench and quarters for crew.

After Deck is furnished with deep cushions and comfortable wicker chairs, stained a restful green.

Staterooms are finished in semi-gloss enamel, any shade desired, the beds and box springs made by Simmons, bedding of the best quality, and shades and shutters on all windows.

Deck House is furnished with writing desk, book case, radio, clock, barometer, easy chairs, divans, extension table for dining and pullman shades on the windows.

Complete Specifications well illustrated with outline drawings will be sent upon request. If your requirements vary, we will be glad to figure on your own specifications or cooperate with your architect. *It costs less to build good boats in Maine.*

Galley is equipped with a large Shipmate coal-burning range that can be changed over to kerosene burner when desired, a large icebox with Kelvinator electric ice machine, a 40-gallon hot water boiler that supplies hot water under pressure throughout the entire boat, and the necessary glass, china, cooking utensils and lockers.

STAPLES, JOHNSON & CO.

BIDDEFORD, MAINE

YARD ON SACO RIVER

"Where Boat Building Is a Family Tradition"

When writing to advertisers please mention **MOTOR BOATING**, the National Magazine of Motor Boating, 119 West 40th Street, New York

RACING INSTRUCTIONS

GOLD CUP REGATTA

STARTING SIGNALS*

TEN (10) MINUTES before the scheduled time for the start of each event, the "event number" printed on a large cube will be hoisted on the Committee Barge. These cubes will remain hoisted until the starting gun is fired when they will be lowered.

The lowering of the cube will be an indication that the class has started.

Five (5) minutes before the scheduled time of start one gun will be fired from the Committee Barge.

At the scheduled time of start one gun will be fired and a white flag dropped by the starter on the top deck of the Committee Barge. The dropping of the flag is the official start, the gun being used only to call attention to the flag and the gun in no case shall be considered as the official start.

The last minute of time previous to the start will be indicated by the clock on the top deck of the Committee Barge, the hand on the clock indicating approximately the number of seconds remaining before the start of the race.

Should a boat cross the starting line before the time of start she must turn immediately and make a new start. No notice will be given by the Committee to the contestant making an unfair start.

INDICATION OF LAPS

The length of each lap of the race course is 3 statute miles. The lap number which the boat that is leading the race is on at any particular time, will be shown by the "Lap Indicator" located on the top deck of the Committee Barge. This will indicate which lap the leading boat is on or starting, *not* the laps completed. The lap numbers will show *only* the position of the boat leading.

BEGINNING OF LAST LAP.

The beginning of the last lap will be indicated by the starter showing a green flag from the top deck of the Committee Barge.

FINISH OF RACE.

One gun will indicate the finish of the race.

A blue shape will be hoisted at the finish of the race on the Committee Barge and on the two judges' boats.

A checkered flag will also be shown to contestants at the finish.

ALL COMPETING BOATS MUST LEAVE COURSE WHEN FIRST BOAT HAS FINISHED.

When the first boat has finished a blue shape will be hoisted and a checkered flag shown. This is the signal for competing boats to finish the lap they are on at the time the first boat finishes (providing they are underway). They will receive credit for this position. Boats disabled or not underway when the first boat finishes will receive no points.

All competing boats must immediately leave the race course (upon completing the lap they are on) when the first boat has finished. They *may not continue* on the course to finish their requisite number of laps or to complete the entire length of the heat. Disabled boats will be towed off the course after the first boat has finished.

Remember: Leave the course immediately after passing the Committee Barge and seeing the checkered flag or blue shape displayed. Failure to obey this rule may be cause for disqualification.

POSTPONEMENT

A red shape hoisted on the Committee Barge will be the signal for postponement. All contestants should report to the Committee Barge immediately for instructions. The "event number" on a cube will be hoisted just below the red shape to indicate which event is postponed.

WHITE SHAPE

A white shape hoisted on the Committee Barge with a tube showing an "event number" will be a signal for all contestants in that event to report to the Committee Barge for instructions.

START AND FINISH LINE

The start and finish line will be established in an easterly direction from the Committee Barge and the outer end of the line will be suitably marked.

*Special starting signals may be used for Dodge Trophy Race.

DIRECTION OF START

All starts shall be made in a northerly direction between the Committee Barge and the mark marking the easterly end of the starting line.

DIRECTION OF FINISH

All finishes shall be made in a northerly direction between the Committee Barge and the mark marking the easterly end of the starting line.

PASSING TURNING BUOYS

The main turning buoys at each end of the straightaway course shall be left on the port hand.

PASSING COMMITTEE BARGE

Boats running north shall pass to the east of the Committee Barge and boats running south shall pass to the west of the Committee Barge.

SCORING HEAT RACES

The scoring in matches consisting of two or more heats or races shall be as follows:

The winner of the match shall be determined by the point system, whereby each boat starting and finishing a race of a match will receive as many points as is indicated in the following table:

First boat to finish.....	400 points
Second boat to finish.....	361 points
Third boat to finish.....	324 points
Fourth boat to finish.....	289 points
Fifth boat to finish.....	256 points
Sixth boat to finish.....	225 points
Seventh boat to finish.....	196 points
Eighth boat to finish.....	169 points
Ninth boat to finish.....	144 points
Tenth boat to finish.....	121 points
Eleventh boat to finish.....	100 points
Twelfth boat to finish.....	81 points
Thirteenth boat to finish.....	64 points
Fourteenth boat to finish.....	49 points
Fifteenth boat to finish.....	36 points
Sixteenth boat to finish.....	25 points
Seventeenth boat to finish.....	16 points
Eighteenth boat to finish.....	9 points
Nineteenth boat to finish.....	4 points
Twentieth boat to finish.....	1 point

In case two or more boats have scored the same number of points for the series, thus establishing a tie, the match shall be awarded to that one of the tied boats which has covered the course in the least total elapsed time for the series.

FUEL AND OIL SUPPLY

Arrangements have been made for a supply of high test and commercial gasoline, benzol and lubricating oils to be available for all racing boats at market prices. The fuel barge for speed boats will be moored directly in front of the plant of the Purdy Boat Company, Port Washington.

Cruisers and non-contestants should obtain their fuel from the Fuel Barge anchored near the north end of the Race Course.

ANCHORAGE OF SPECTATOR BOATS

No boat will be allowed to anchor closer to the Race Course than 600 feet from the center line of the Race Course on either side or end. These boundary lines will be marked by white spar buoys, numbered from 1 to 28 inclusive, anchored 750 feet apart. These buoys will be anchored with moorings weighing 1800 pounds each.

COMPLETE RACING RULES

Copies of the complete racing rules of the American Power Boat Association may be had upon request from the measurer, or the chairman of the Race Committee.

HELP TO KEEP COURSE CLEAR

Visiting yachtsmen are requested not to throw any floating refuse or bottles overboard as the smallest object may cause serious injury to the race boats. It is further requested that any floating object seen in the water be picked up.

RUN SLOW

The slightest wave or wash from a boat underway is objectionable and often dangerous. Please run slow, not over 3 miles an hour, when underway in Manhasset Bay during the Regatta, whether the races are actually being run or not.



"They" wrote this Ad

"THEY" are the thousands of Super Elto users. "They" use the Super Elto on every kind of boat—for every kind of service! "They" live in summer homes. "They" explore, hunt and fish in all waters of the world!

"They" have written hundreds of letters telling us what "They" know about the Super Elto. Some of the letters are printed below, many more are reproduced in a little booklet which we will send you gladly. And with it we will send the most thorough, most informative book ever printed about outboard motors—the Super Elto catalog!

"Especially Quarter-Turn Starting"

"The Elto surely does comply with everything in your catalog and especially the 'quarter-turn' starting feature." Mitchell Hilper, Jr., 3445 Jenkins Avenue, Baltimore, Md.

"Ole" Knew His Stuff"

"Twelve hours a day steady running, the old sun boiling down hot enough to curl the paint on the boat and the Elto not even hot, is a pretty good sign that 'Ole' knew his stuff when he designed the Super. Never a stream too deep or too shallow, just tilt her up, push over the bars, let her down again, give her a quarter turn (I mean quarter turn, too) and the 12 to 14 miles an hour is yours all day long." S. W. Marlatt, Dr. Andrews, Place, R. R. 1, Auburndale, Fla.

"Power Almost Unbelievable"

"Having purchased two previous models I naturally expected something great in the Super Elto and it gives me great pleasure to say that it has far outstripped my expectations. For ease of starting, speed, endurance and wear it is truly a wonder, while it possesses power almost unbelievable. Certainly the Super Elto is well named." J. E. Hage, Box 43, Boulevard, Va.

"By Far the Best Motor"

"The Super Elto is by far the best motor I have ever used. It is very easy to start and has power to spare, simple to operate and perfect to control. I would not trade it for any other motor on the market today." O. W. Holmquist, Ortonville, Minn.

"Exceeded My Expectations"

"The Super Elto has exceeded my expectations in respect to power, speed, flexibility and easy starting." Norton L. Goldsmith.

"Easiest and Quickest Starting"

"The Super Elto was the easiest and quickest starting of several makes I tried." T. John Ardill, Wakefield, Mass.

"I Found What I Wanted"

"Being an invalid, I wanted an engine which would start easy and give me no trouble. In the Super Elto I have found what I wanted. I had my Super Elto unpacked and attached to the boat and it started at once, and although the Lakes were very rough, it plowed through with comfort." Edward J. Weeks, Ravencliffe, P. O. Huntsville, Ont.

You'll want to write us a letter, too!

"Ne-Plus-Ultra of Outboards"

"The Super Elto is the ne-plus-ultra of outboard engines. Have just returned from a fishing trip where I trolled for at least 100 miles and with perfect results. It is a peach." Dr. H. O. Bixby, 1861 Massachusetts Avenue, North Cambridge, Mass.

"True to Slogan"

"Your new Super Elto, like its predecessors, stood true to your easy starting slogan." Wm. W. Breithaupt, care The Breithaupt Leather Co., Ltd., Kitchener, Ont., Can.

"Superior to All Others"

"Your Super Elto is by far the best machine we have ever handled—as to easy starting, smooth and speedy running and absence of vibration. It is superior to all others." C. W. Bishop, 1563 So. Yorktown, Tulsa, Okla.

ELTO OUTBOARD MOTOR COMPANY, Ole Evinrude, President
Dept. F, Manufacturers Home Building Milwaukee, Wisconsin

A- 3366-PM

"Starts with a quarter turn"
The Super Elto
"Turns the Rowboat into a Launch"

When writing to advertisers please mention **MoToR Boating**, the National Magazine of Motor Boating, 119 West 40th Street, New York

Specifications of Boats Entered for Gold Cup and Dodge Trophy Races

No.	Boat	Owner	Club	Driver	Builder	Designer	Motor	No. of Cylinders	Bore and Stroke	Approximate Length and Beam of Hull
G-1	Miss Columbia	Columbia Yacht Club	Columbia Y. C.	Howard W. Lyon	Nevins	G. F. Crouch	Packard	6	5 3/8 x 4 9/16	26-10 x 5-10
		Syndicate								
G-4	Hotsy Totsy	Caleb S. Bragg	Montauk Y. C.	Caleb S. Bragg	Purdy	Purdy	Wright	8	4 7/244 x 4 4/53	25-9 x 5-9
G-5	Baby Bootlegger	Col. J. G. Vincent	Montauk Y. C.	John Rutherford	Nevins	G. F. Crouch	Packard	6	5 3/8 x 4 9/16	29-10 x 5-10
G-7	Baby Shadow	Carl G. Fisher	Montauk Y. C.	Guy W. Vaughan	Purdy	Purdy	Wright	8	4 4/53 x 5 1/18	25-8 x 5-6
G-8	Greenwich Folly	Geo. H. Townsend	Indian Harbor Y. C.	Geo. H. Townsend	Nevins	F. K. Lord	Packard	6	5 3/8 x 4 9/16	27-9 x 6
G-9	Nuisance	Mrs. D. D. Cromwell	Montauk Y. C.	Mrs. D. Cromwell	Dodge	Crouch	Packard	6	5 3/8 x 4 9/16	25-9 x 5-9
G-12	Shadowvite	Carl G. Fisher	Montauk Y. C.	V. Kliersath	Purdy	Purdy	Wright	8	4 7/244 x 4 4/53	25-9 x 5-9
G-14	Imp	Richard F. Hoyt	Montauk Y. C.	Richard F. Hoyt	Purdy	Purdy	Wright	8	4 7/244 x 4 4/53	25-9 x 5-9
G-15	Miss Frolic	Walter P. Chrysler	Columbia Y. C.	A. Johnson	Jacob	Johnson-Wells	2 Chryslers	6	3 1/2 x 5	27 x 5-6
G-16	Sara De Sota	Forrest Adair	Sarasota Y. C.	Fred Blossom	Simmons	Simmons	Packard	6	5 3/8 x 4 9/16	28 x 6
G-33	Impshi	Horace E. Dodge	Dodge Bros. D. A.	P. Strasburg	Dodge	Crouch	Duesenberg	24	2 8/6 x 4	27-9 x 6
G-34	Baby Water Car	Horace E. Dodge	Dodge Bros. D. A.	H. E. Dodge	Dodge	Crouch	Duesenberg	24	2 8/6 x 4	25-6 x 5-9
G-70	Palm Beach Days	Wagg & Bigelow	Palm Beach Y. C.	W. McP. Bigelow	Ditchburn Hacker	Crouch	Packard	6	5 3/8 x 4 9/16	25-11 x 6-7 1/2
G-35	Detroit Water Car	Horace E. Dodge	Detroit Y. C.	G. F. Crouch	Dodge	Crouch	Packard	6	5 3/8 x 4 9/16	25-4 x 6-1
G-31	Solar Plexus	Horace E. Dodge	Detroit Y. C.	Wm. Horn	Dodge	Crouch	Packard	6	5 3/8 x 4 9/16	25-4 x 6-1

Entries for Dodge Trophy Race—4-12 Mile Heats, Sunday, August 22, 1926. Events Nos. 6, 8, 11, 13

D-2	Rascal	Caleb S. Bragg	Montauk Y. C.	Caleb S. Bragg	Purdy	Purdy	Packard	12
D-3	Rowdy	Carl G. Fisher	Montauk Y. C.	V. Kliersath	Purdy	Purdy	Packard	12
D-4	Cigarette IV	L. Gordon Hamersley	Columbia Y. C.	L. Gordon Hamersley	Brewster	Lord	Curtiss	12

Note: All Boats entered in Gold Cup Events are also in races for Dodge Trophy.

Entries for Baby Buzz Class

Racing No.	Owner	Racing No.	Owner	Number	Owner	Boat	Number	Owner	Boat
V-1	V. Withstandley	V-23	David H. McCulloth	V-1	V. Withstandley	Flying Fish	O-14	Edward Keegan	Go-Cart
V-2	W. J. Schaefer	V-24	Port Wash. Battery & Ign.	V-2	W. J. Schaefer	Perfect Lady	O-15	F. O. Safarik	Jamaica Ginger
V-3	E. J. Bellis	V-27	A. C. Webb	O-6	A. E. Sedgwick	Wahoo	V-14	E. A. Morgan	
V-6	Arthur Saks	V-29	C. P. Irwin	O-8	Jack R. Aron	Wahoo	O-72	S. E. Kimball	
V-7	Ralph Oakley	V-30	Wm. W. Struthers	O-9	Roderick Stevens, Jr.	Wahoo	O-16	James W. Alker	
V-12	M. Hasbrouck	V-31	M. D. Whitman	O-11	Eugene Walsh	Pram	O-17	Leland H. Brown	E. J. B.
V-18	Joseph Silver	V-32	Charles E. Boerum	V-12	Marion Hasbrouck	Golden Girl	O-18	Mortimer W. Loewy	Leeway
V-19	C. W. Graham	V-34	A. J. Schwarzwiler	O-13	Helen Hentschel	Miss Carrie			
V-20	E. Reinicke	V-35	E. A. Morgan						
V-21	J. L. Voit	V-36	H. L. Quick						

Car Wood, this year, is conspicuous by his absence, this being the first year since 1917 that the world's famous speed king will not be represented by one or more craft. But the Commodore's health has not been good of late, and he has very sensibly given up the sport for the time being.

Of all the racers, perhaps two of those entered by Horace

E. Dodge will be watched with the greatest interest. In Baby Water Car and Impshi, George F. Crouch, the famous designer of the Horace E. Dodge Boat Company, has worked in more new features than in any other craft. The principal departure from ordinary practices is the decision of Mr. Crouch to discard the usual 4, 6 and 8 cylinder motors. In

their stead he has selected for each boat a motor of 24 cylinders, having a bore and stroke of 2.86 by 4 inches, giving him a piston displacement of 625 inches, the same as in all other boats. The motors have been built by Duesenberg, and the cylinders are arranged in three rows of eight.

(Continued on page 140)

Gold Cup Entries Break Record

(Continued from page 11)

MAYBACH

PRESENTS A NEW SERIES OF SMALL
TWIN SCREW
DIESEL CRUISERS

68'

75'

78'



IT COSTS 65%
LESS TO RUN A
DIESEL MOTOR.

"The Latest in Economy—Safety—Reliability"



MAYBACH MOTOR COMPANY

SUBSIDIARY ZEPPELIN AIRSHIP CO.

F. W. VON MEISTER, Gen. Agent for U. S. A.

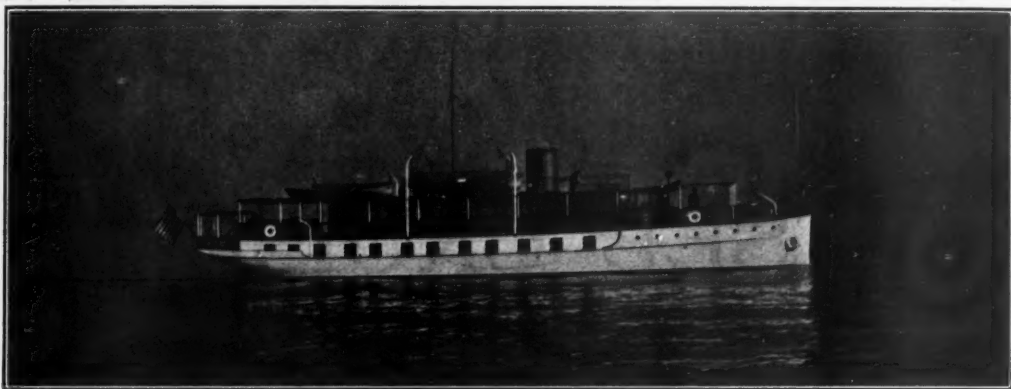
578 MADISON AVENUE

NEW YORK

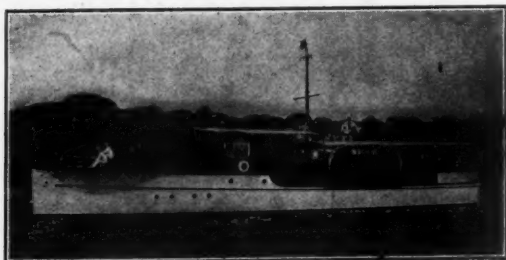
Cable Address:
 BROKERAGE, NEW YORK

COX & STEVENS

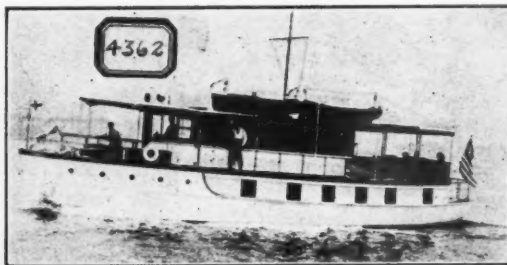
 Telephone:
 VANDERBILT 8811

NAVAL ARCHITECTS—MARINE INSURANCE—YACHT BROKERS
341 Madison Avenue, cor. 44th Street, New York


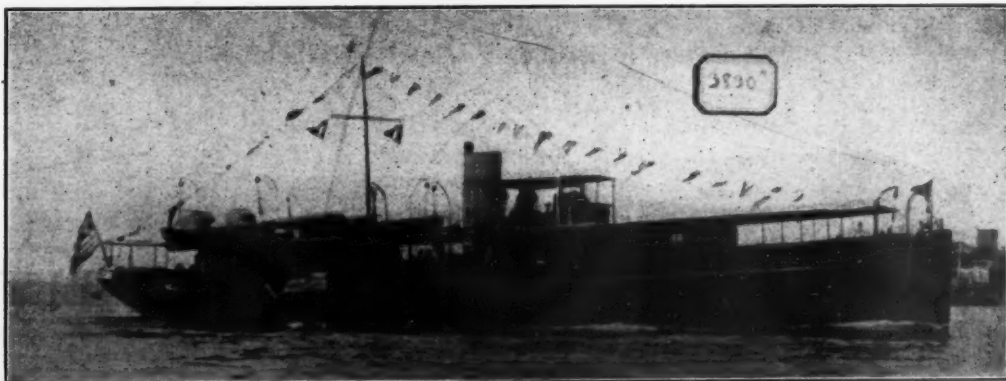
No. 4656—FOR WINTER CHARTER—Most attractive 105 ft. twin screw motor houseboat. Cruising speed up to 15 miles; two 180 H.P. Winton motors. Has large deckhouse, containing pantry, dining saloon and living room. Below aft three double, two single staterooms and four baths. Beautifully fitted and furnished. Unusual opportunity. Cox & Stevens, 341 Madison Ave., New York.



No. 4103—FOR SALE—Particularly attractive, fast twin-screw 80 ft. cruising power yacht, recently built. Speed up to 17 miles; 2—150 H.P. six-cylinder Speedway motors. Accommodation includes dining saloon and deckhouse forward; aft two double staterooms, bath and two toilets. Large bridge on after deck. Built in best manner and is completely equipped. Price attractive. Cox & Stevens, 341 Madison Avenue, New York.



No. 4362—FOR SALE—Twin-screw 66 ft. Mathis houseboat. Built 1923. Speed 11 miles; Sterling motors. Deckhouse containing dining saloon, three double staterooms, two baths (one with shower). Price reasonable. Cox & Stevens, 341 Madison Ave., New York.



No. 3830—FOR SALE—Modern 145 ft. steel twin-screw Diesel motor yacht. Speed up to 15 miles; two 300 H.P. Winton motors. Cruising radius approximately 3,000 miles. Accommodations include two deckhouses, forward one containing dining room, pantry and galley, also wireless room; the after one contains owner's deck stateroom, toilet and living room. Below aft is owner's stateroom full width of boat with private bath and dressing room, also three large guests' rooms with communicating bath. Quarters well arranged and beautifully furnished. Yacht in commission, fully equipped and will be sold ready for immediate use. A fine able vessel suitable for coastwise and offshore voyages. Price and further particulars from Cox & Stevens, 341 Madison Ave., New York.

NAVAL ARCHITECTS
ENGINEERS
YACHT BROKERS
MARINE INSURANCE

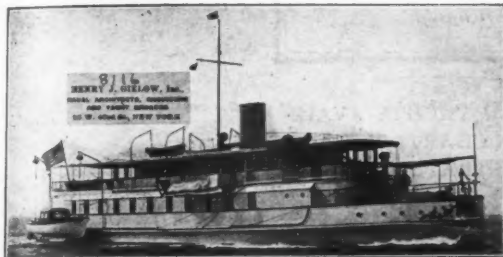
HENRY J. GIELOW, Inc.

25 West 43rd STREET, NEW YORK

Plans and specifications for new yachts of any size or type should be prepared now to assure delivery for next year. Have plans of new yachts, all types, on file now.

We have a most complete and up-to-date list of steam and motor yachts of all sizes, sail, auxiliary, and houseboats, on file in our office, kept constantly up-to-date by thorough and comprehensive canvass of the entire yachting field from time to time. We are in a position to submit full information on any type of boat upon request.

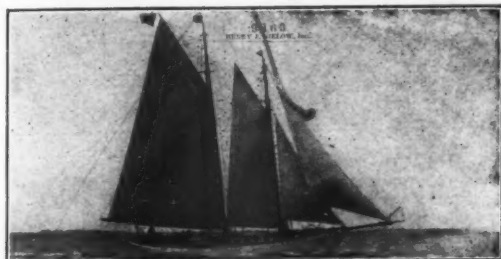
Tel.: Murray Hill 9134
Cable Address:
Crogle, New York
A.B.C. Code



No. 8116—For Sale—This desirable 120 foot houseboat in full commission for immediate use. Large deck house containing dining room and living room. One double and six single staterooms, two bathrooms for the owner and his party. Two Standard motors recently overhauled; speed, 12 miles. Inspectable near New York. Henry J. Gielow, Inc., 25 West 43rd Street, New York City.



No. 9438—FOR SALE—High-class 75-foot twin-screw cruiser, built by Consolidated Shipbuilding Corporation. Deck dining salon, three staterooms, two toilet rooms with shower baths, two Speedway motors, speed up to 18 miles. All in fine condition. Henry J. Gielow, Inc., 25 West 43rd Street, New York City.



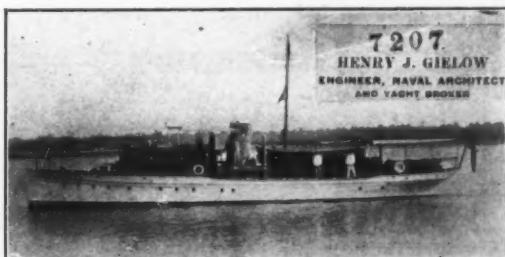
No. 9163—Opportunity get Bermuda Racer, right price. 55' O.A. New 1922, complete sails, deck and cabin equipment, two boats. Sterling motor, speed 8 miles. All fine condition proven by recent survey by us. Large double stateroom, cabin, bath, large galley. Run with short crew. Fast, able. Henry J. Gielow, Inc., 25 W. 43d St.



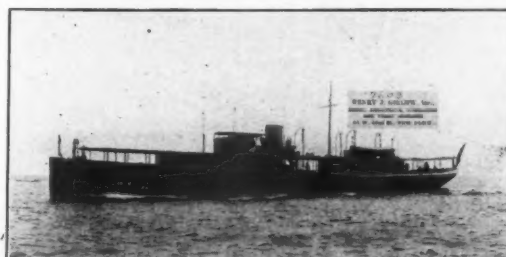
No. 9475—FOR CHARTER—Finest available houseboat, immediate delivery New York, with splendid crew. New August, 1925; our design with all equipment best the market provides. Two large double, two single staterooms, 3 baths. Deck salon, 28'x13', all teak trim. Two Speedway motors; speed, 12-13 miles, no vibration. Two launches, one a teak sedan. Opportunity for August and September; very reasonable price. Pay to investigate. Henry J. Gielow, Inc., 25 West 43rd Street, New York City.



No. 8390—For Sale—Popular 65-foot Mathis houseboat due New York April from Florida and owner anxious sell. Built 1924, three staterooms, bath, two toilets, deck saloon with piano, radio and Victrola, all most complete. Standard motors give speed 11-12 miles. We also have sister boat exact duplicate now located Boston, owner bought cruiser, is anxious sell. Investigate these offerings. Henry J. Gielow, Inc., 25 W. 43d St.



No. 7207 — FOR SALE — Desirable 82'0"x14'6"x3'0" twin-screw power yacht, in finest condition. Dining salon in deck house, two double and two single staterooms, bathroom and extra toilet room. Two Speedway motors; speed, 12 to 13 miles. Attractively furnished and fitted, in commission for immediate use. Price and further particulars from Henry J. Gielow, Inc., 25 West 43rd Street, New York City.



No. 7603—FOR SALE—Modern 145'x20'3"x7'6" twin-screw Diesel of this type for immediate purchase. There are two deck houses, forward one contains dining salon, pantry; after deck house has owner's stateroom and large living room. Accommodations below provide two double and two single staterooms, two bathrooms, extra toilet room. Winton motors. Speed, 15 miles. Excellent seaboat, suitable for extensive off-shore cruising. Henry J. Gielow, Inc., 25 West 43rd Street, New York City.



No. 7132—FOR SALE—Handsome 62-foot twin-screw express cruiser, in excellent condition. Large deck salon, two double staterooms; also two Pullman berths in salon forward. Bathroom and extra toilet room. Two 150 h.p. Speedway motors; speed, 20 to 22 miles. Interior finish all of mahogany. Further particulars from Henry J. Gielow, Inc., 25 West 43rd Street, New York City.

**YACHT
BROKERS**
TAMS & KING

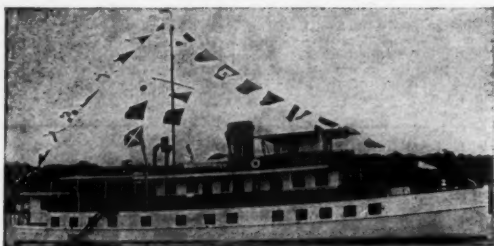
250 PARK AVENUE

NEW YORK CITY

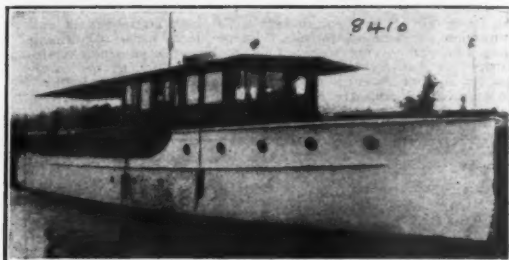
Telephone Murray Hill 6656

**NAVAL
ARCHITECTS**

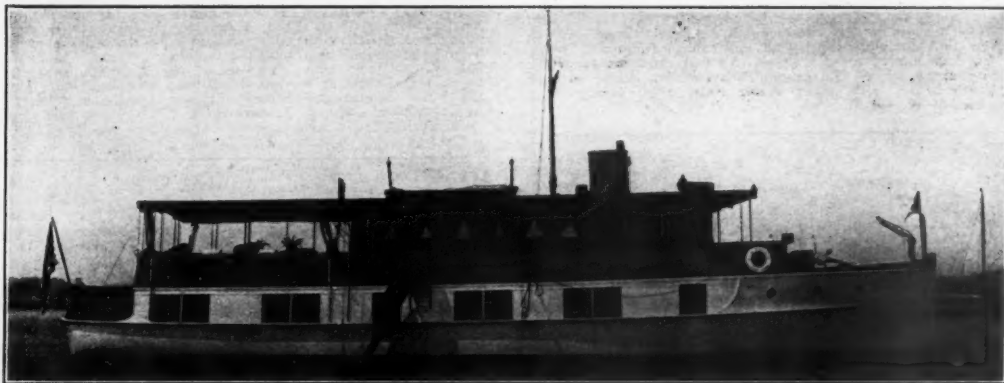
Offer ALL OF THE DESIRABLE YACHTS AVAILABLE FOR SALE AND CHARTER, SOME OF WHICH ARE ILLUSTRATED BELOW



No. 1941—Sale, charter, houseboat, 100'x23'x4'. 6 staterooms, 4 bathrooms, dining and deck sitting rooms.



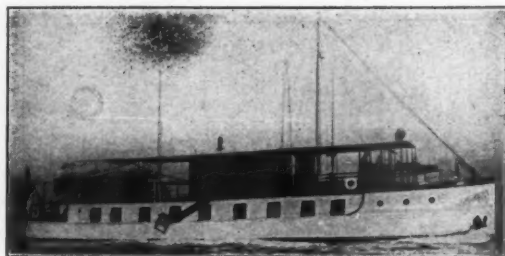
No. 8410—For sale, at an attractive price, 57-Foot Cruising Motor Yacht. Built 1924. Has two 6-cylinder Scripps motors; two double staterooms, bathroom, deck saloon, etc. Excellent condition.



No. 1970—For Charter—this very desirable 75-Foot Houseboat. Four staterooms, sleeping 6 people; very large deck saloon; two bathrooms, etc.



No. 7096—For Sale—Price Reasonable. 35' Herreshoff runabout built 1908. 75 H.P.—6 cylinder Sterling, new 1923, with electric starter. Very roomy cockpit.



No. 1912—For Sale or Charter—Desirable houseboat, 77'x17'6"x3'6" draft. 4 staterooms, 2 bathrooms, main saloon and deck saloon.

HENRY H. JENNINGS

HERMAN JAGLE

H. H. JENNINGS COMPANY

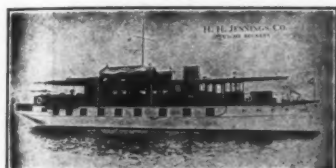
YACHT and SHIP BROKERS

29 BROADWAY
New York City

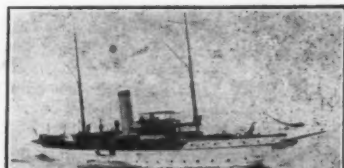
Cable Address
Yachtbroco, Newyork

Tel.: Whitehall
0484-0485

Our 30 Years' Experience and Our Knowledge of the Yachts We Offer Insure Satisfaction to Clients



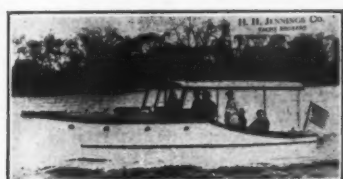
No. 4565—85-foot Mathis Houseboat. Twin screw. Built 1924. Three double and two single staterooms. Large deckhouse containing dining saloon and living room. Pilothouse forward. Three bathrooms. Splendid accommodations for crew. Large galley. Two 100 H.P. Speedway motors. Speed, 12-13 miles. Electric plant. Up-to-date with all modern conveniences.



No. 3083—Ocean-going Oil Burning Steam Yacht. Steel construction. 200 ft. long. Splendid accommodation. Eight staterooms, dining saloon, library, social hall, etc. Four baths. Speed, 12-15 knots. Cold storage plant. Electric plant, etc. Cruising radius, 4,000 miles. Wireless. Submarine signals, etc.



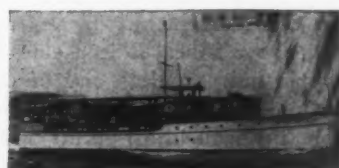
No. 2257—45-Foot Twin Screw Express Cruiser. V-Bottom. Built by Lawley. Hull double planked mahogany. Cabin with two berths. Two berths and toilet for crew. Two 65-100 H.P. Scripps Motors installed new 1926. Speed up to 20 miles. Electric lights, etc. Good proposition. Price attractive.



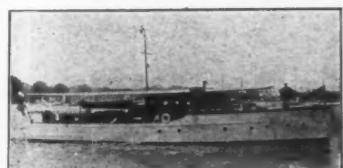
No. 2771—Twin Screw Cruiser. Built of rust-proof, stainless steel. New 1926. Practically unsinkable and fireproof. 22'8" long, 9' beam, 2'10" draft, 6'4" headroom. Cockpit 12'x8'. Cabin has two upper and two lower berths. Toilet room and galley. Two 42 H.P. Ird. motors. Speed 14 miles. Electric lights, etc. Send for full particulars.



No. 1438—Twin Screw Semi-Houseboat Cruiser 27'6" x 16'6" x 3'. Exceptionally roomy. Three double and two single staterooms. Three berths in dining saloon. Deckhouse contains living room and stateroom. Three toilets and bath. Good crew's quarters and galley. Two 50 H.P. 20th Century Motors. Electric plant, hot water heat. Speed 10-11 miles. Splendid proposition.



No. 2684—75-foot Power Yacht, practically new. Two double and two single staterooms. Dining saloon in deckhouse. Two bathrooms. Good crew's quarters. 75-100 H.P. motor. Speed 11 miles. Electric lights, etc. Strictly first-class outfit.



No. 2494—Twin Screw 65-foot Cruiser. Built in 1924. Two double staterooms, berth in dining saloon. Large deckhouse contains saloon with berth and pilothouse. Two toilets and bath. Two 50-60 H.P. motors. Speed, 12-13 miles. Good galley and crew's quarters.



No. 2136—50-Foot Twin Screw Power Yacht. Built by Elco Company. Two double staterooms. Dining saloon, etc. Good crew's quarters. Two 220 H.P. Standard Motors. Speed, 16-20 miles. Electric lights, etc.



No. 2762—Twin Screw 56-foot Elco Cruiser. Built 1926. Three staterooms. Two upper and two lower berths in main cabin. Large deckhouse. Two toilets and bath. Two berths and toilet for crew. Two 42 H.P. Elco motors. Speed, 12 miles. Electric plant, electric windlass, etc. Splendid proposition.



No. 1756—65-foot Cruiser. Two staterooms. Two extension berths in main saloon. Dining saloon in deckhouse. Bathroom. Good quarters for crew. 50-60 H.P. motor. Installed new 1925. Speed, 10-11 miles. Electric plant, etc. Price attractive.



No. 2697—Twin Screw 65-foot Cruiser. Built by Consolidated Shipbuilding Corp. in 1925. Best construction. Double stateroom. Main saloon. Large deckhouse containing dining saloon and pilothouse. Bathroom. Interior finish mahogany. Two Speedway motors. Speed, 12 miles. Electric lights, hot water heat, etc.



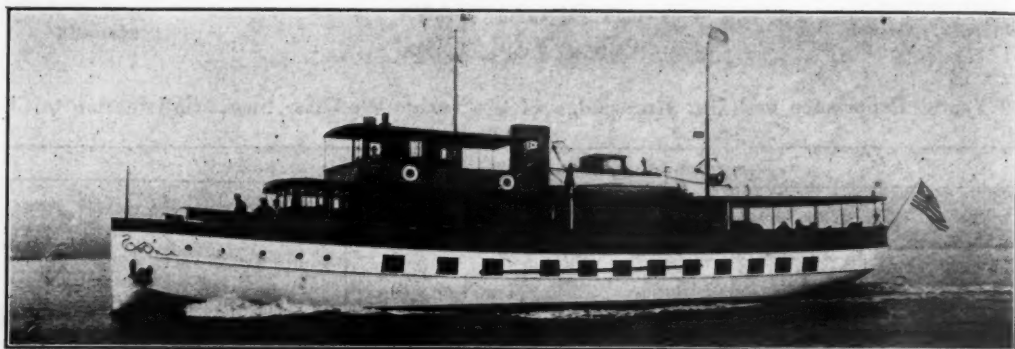
No. 4370—115-Foot Oil-Burning Steam Yacht. Built by Herreshoff. Two double and one single staterooms. Two berths in main saloon. Bathroom, etc. Good crew's quarters. Steam heat. Electric lights. All modern improvements. Speed 15-18 knots. Splendid proposition.

Our list comprises all the available yachts for sale and charter. The above are a few of our offerings. Send ten cents for our illustrated catalog.

BURGESS, RIGG & MORGAN, Ltd.

 Telephones
 Bowling Green { 0595
 { 0596

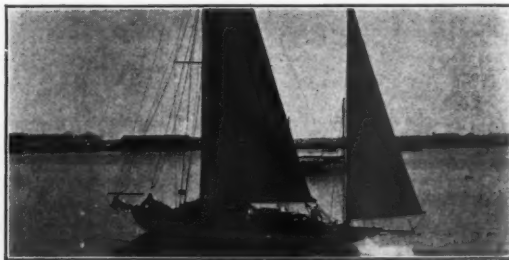
 NAVAL ARCHITECTS — YACHT BROKERS
 11 BROADWAY, NEW YORK

 Cable Address
 "Rigging"


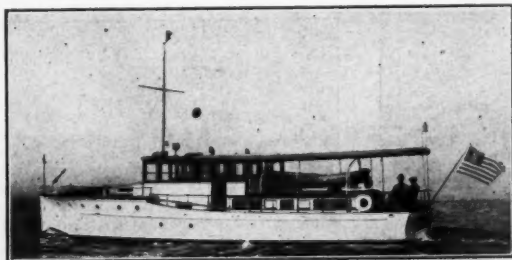
FOR SALE or CHARTER—No. 4029—Power cruiser, semi-houseboat type. A thoroughly modern, comfortable cruiser suitable for either Northern or Southern cruising. Capable of making sea trips with safety, yet shallow enough to navigate the Florida waters. Built 1924, and present condition as good as new. Accommodations include five large staterooms, each connecting with bathroom; large dining room, and separate living room on deck. Independent refrigerating plant. Two Winton engines, 280 H.P. each, give cruising speed of better than 12 miles per hour. Edison electric plant. Everything in perfect condition. This is a most unusual opportunity, and to any of our clients who are interested in securing a boat of this sort we would advise immediate action, as she should not remain on the market very long with the present demand for yachts of her type. Further particulars from Burgess, Rigg & Morgan, Ltd., 11 Broadway, New York City.



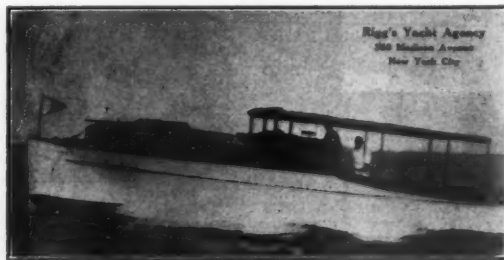
FOR SALE—No. 2091—Express cruiser, has two 300 H.P. Sterling motors, giving speed of better than 35 knots. Designed by Hand and built by Robert Jacob of City Island in 1917. Owner very anxious to sell, and will accept very low price for quick cash deal. Dimensions, 60'x10'6"x3'6". Excellent double stateroom, two toilets. Further particulars from Burgess, Rigg & Morgan, Ltd., 11 Broadway, New York City.



FOR SALE—No. 8059—Auxiliary yawl particularly suited for Southern cruising. Dimensions, 63'6"x45'8"x15'6"x4' draft. Two double staterooms. New sails by Ratsey last year, modern Marconi rig. Scripps motor. Further particulars from Burgess, Rigg & Morgan, Ltd., 11 Broadway, New York City.



FOR SALE—No. 3292—Unusual offering twin-screw Elco 56-footer, built 1922, but has been kept at all times like a new boat. Has three staterooms and fine large deckhouse. Equipment all first-class and in good condition. In commission in New York, and can be inspected by application to this office. Burgess, Rigg & Morgan, Ltd., 11 Broadway, New York City.



FOR SALE—No. 2068—Hand V-bottom express cruiser. 35'x8'6"x2'6" draft. Built 1921. New Sterling Sea Gull motor last summer. Speed, 22 M.P.H. Four berths in cabin, galley and toilet. One man control. Beautiful condition throughout. Further information from Burgess, Rigg & Morgan, Ltd., 11 Broadway, New York City.

YACHTMEN'S SERVICE AGENCY

1233 REAL ESTATE TRUST BUILDING, PHILADELPHIA, PA.

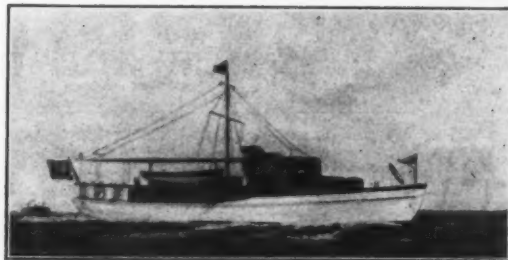
PHONE: PENNYPACKER 4330

BOATS FOR SALE AND CHARTER

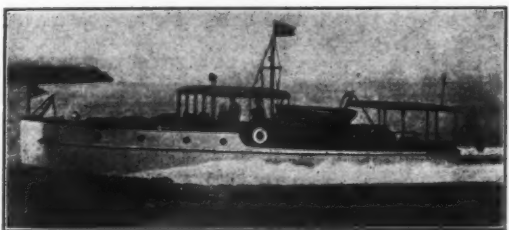
AGENTS FOR DODGE WATERCARS



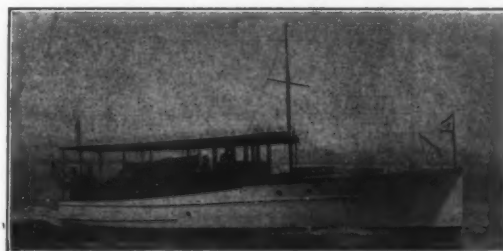
For Sale—82'x14'6"x3' Bridge Deck Cruiser. Powered with two (1923) 115 H.P. Speedway engines. Has shallow draft; ideal for Florida cruising. Two single and two double staterooms, saloon amidships, galley on deck, crew's quarters in bow. For further particulars write Yachtmen's Service Agency.



For Sale—60'3"x11'6"x3'9" Enclosed Bridge Deck Cruiser. Powered with a (1923) 60 H.P. Scripps engine. Boat completely renovated 1925, including all new upholstery. First-class condition throughout. Most economical and commodious boat afloat. For further particulars write Yachtmen's Service Agency.



For Sale—54'x11'x3'4" Great Lakes Express Cruiser. Two 6-cyl. Sterling engines, completely rebuilt 1925. Speed, 20-24 miles per hour. Boat in first-class condition. New deck house built on. Exceptionally well arranged and fast cruiser. For further particulars write Yachtmen's Service Agency.



For Sale—45'4"x10'7"x3' Elco Cruiser. Has 4-cylinder Standard engine. Accommodations for six and crew of two. Boat in first-class condition, the same as when launched. Upholstering and equipment of very best throughout. For further particulars write Yachtmen's Service Agency.

POWER CRUISERS

26'x7'6"x2'6"	Raised Deck	25 H.P. Kermath
26'10"x7'x3'3"	Raised Deck	24 H.P. Redwing
28'x9'x2'6"	Raised Deck	12 H.P. Reloca
28'x7'2"x2'6"	Raised Deck	20 H.P. Continental
32'4"x10'x3'	Raised Deck	40 H.P. Wisconsin
32'x9'x2'6"	Raised Deck	35 H.P. Sterling
32'x8'6"x3'	Trunk Cabin	40 H.P. Kermath
35'x9'4"x3'	Raised Deck	50 H.P. Fay & Bowen
35'x9'	Raised Deck	40 H.P. Red Wing
36'x8'6"x2'6"	Raised Deck	24 H.P. Red Wing
36'7"x10'x3'6"	Raised Deck	40 H.P. Fay & Bowen
36'x9'x3'	Express Cruiser	150 H.P. Van Blerck
36'x10'6"x2'9"	Trunk Cabin	40 H.P. Lathrop
38'x9'8"x3'	Bridge Deck	20 H.P. Engines (2)
39'x10'x3'	Bridge Deck	60 H.P. Buffalo
39'8"x8'3"x2'	V-Bottom 1924	40 H.P. Fay & Bowen
40'x10'6"x2'6"	Rochester Cruiser	60 H.P. Scripps
40'x9'6"x2'8"	Bridge Deck	24 H.P. Palmer
40'x10'x3'	Raised Deck	35 H.P. Fiat
40'x9'x3'6"	Raised Deck	24 H.P. Kermaths (2)
40'x12'x3'	Raised Deck	30 H.P. Vulcan
45'x11'6"x4'2"	Great Lakes	300 H.P. Sterling (2)
45'x10'x3'	Bridge Deck	40 H.P. Gray & Prior (2)
45'x10'7"x3'	Elco Cruiser	37 H.P. Standard
50'6"x8'6"x3'2"	Express Cruiser	185 H.P. Van Blerck
50'x12'6"x3'6"	Bridge Deck	37 H.P. Standard
51'x10'5"x4'3"	Bridge Deck	150 H.P. Speedway
52'x9'6"x3'3"	Lawley B. D.	40 H.P. Lathrop
54'x11'x3'4"	Great Lakes Exp.	225 H.P. Sterling (2)
55'8"x12'10"x3'6"	Bridge Deck	85 H.P. Sterling (2)
55'x15'x2'4"	Bridge Deck	210 H.P. Kermath (2)
56'6"x13'5"x3'3"	Enclosed B. D.	42 H.P. Elco Marine (2)
57'x13'x1'6"	Bridge Deck	4 Cyl. Kermaths (2)
57'x11'x3'11"	Express Cruiser	300 H.P. Fiat-Wood (2)
58'x12'x3'6"	Express B. D.	140 H.P. Stearns
60'x14'x3'6"	Raised Deck	37 H.P. Standard
62'4"x11'x3'	Herreshoff Exp.	225 H.P. Sterling (2)
65'6"x12'6"x3'4"	Express Cruiser	300 H.P. Sterling (2)
74'x17'x3'	Bridge Deck	50 H.P. 20th Century (2)

AUXILIARIES

27'x9'x4'2"	Aux. Ketch	7 H.P. Brown
28'x11'6"x2"	Crosby Cat Boat	No engine
32'x11'x5'	Aux. Ketch	20 H.P. Roberts
36'x11'6"x4'6"	New Marconi Sloop	25 H.P. Frisbie
38'x10'x3'6"	Lawley Sloop	20 H.P. Gray
38'3"x14'3"x4'4"	Aux. Yawl	30 H.P. Harris
40'x10'x3'	Bugeye Schooner	7 H.P. Regal
40'x12'6"x4'	Marconi Yawl	15 H.P. Scripps
40'x10'x14'x5'6"	Aux. Schooner	12 H.P. Lathrop
43'x12'x5'9"	Aux. Yawl	25 H.P. Sterling
41'x11'x3'6"	Aux. Yawl	10 H.P. Vulcan
45'x13'x7'6"	Friendship Sloop	54 H.P. Wisconsin
55'4"x14'3"x7'4"	Hand Aux. Schooner	150 H.P. Sterling
56'x13'2"x7'11"	Aux. Sloop	No engine
77'x17'2"x3'6"	Aux. Yawl	50 H.P. Speedway
77'x17'9"x6'	Aux. Schooner	54 H.P. Standard

HOUSE BOATS

40'x12'x3'6"	House Boat	37 H.P. Standard
48'x14'x3'3"	House Boat	4 Cyl. Murray & Treg.
52'x14'x3'	Mathis H. B.	37 H.P. Standard
55'x14'x3'6"	House Boat	40 H.P. Lathrop
56'x16'7"x3'	House Boat	50 H.P. Sterling
57'x15'6"x3'6"	House Boat	60 H.P. Standard
63'3"x16'x3'	House Boat	50 H.P. 20th Century (2)
65'5"x14'11"x4'6"	House Boat	35 H.P. Palmer
65'x13'9"x4'6"	House Boat	60 H.P. Standard (2)
70'x17'x3'	House Boat	35 H.P. Palmer
71'5"x16'5"x3'6"	House Boat	90 H.P. Standard
80'x16'7"x2'10"	House Boat	4 Cyl. Sterlings (2)
80'x17'6"x3'	Mathis H. B.	70 H.P. Standard (2)
80'x18'x3'6"	House Boat	65 H.P. Lathrop (2)
80'x17'6"x3'3"	Mathis H. B.	90 H.P. Standard (2)
85'x17'x3'6"	House Boat	54 H.P. Standard

CHARLES D. MOWERYacht
BrokerageMarine
Insurance

Cable: Mowercd

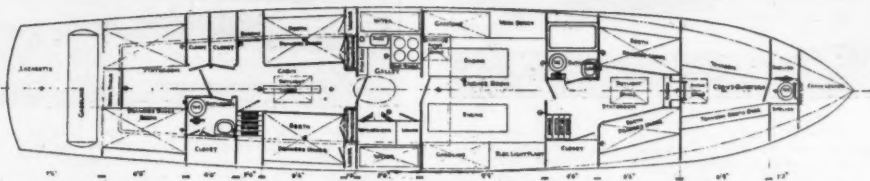
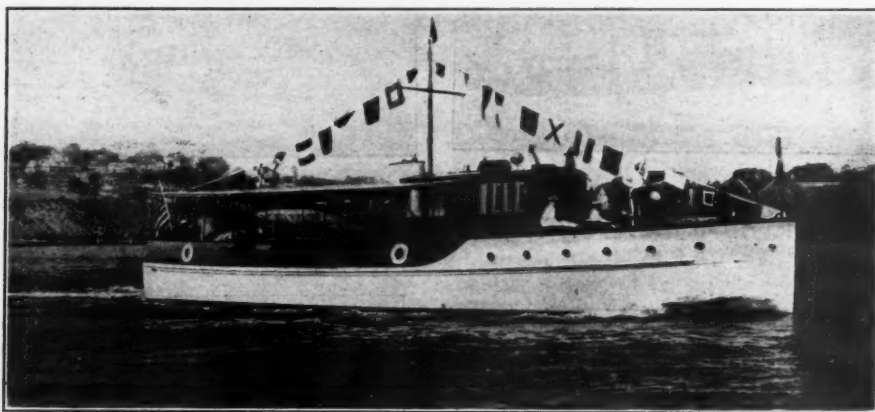
Naval Architect

FREDERIC P. HUMPHREYS

E. P. NEVIN

347 Madison
Avenue
at 45th St.,
New York

MURray Hill 2320

A new and unusual cruiser

No. 666—For Sale: 67 feet over all with a draft of four feet. Powered with two 100 H.P. Sterling "Sea Gulls," which give a cruising speed of 12 to 14 knots. This boat was launched only two months ago and is now barely broken in. Her equipment is exceptionally complete. Every detail of comfort and convenience has been carefully worked out. Hot and cold water to all fixtures. An exceptionally complete electrical equipment which includes 110-volt Universal plant for lighting and heating. Includes also electric winch, electric air pump, electric bilge pump and electric fans to expel all fumes from bilges and interior. Powerful electric search-light. The boat is fitted with steel bulkheads throughout. Only the finest materials have been used in her construction.

This cruiser is typical of the yachts of all sizes and types that are available to our patrons. A signal feature of Mower service is its completeness.

No matter what you need and wish for in the line of yachts, you will find us ready to supply you. A Mower representative will call on you whenever you like.

NEW BOATS

Used and reconditioned vessels represent only a portion of Mower service. We supply new boats, as well—new boats of every stock type, from the most imposing cruiser to the smallest tender.

If you are in the new boat market, let us help you. The cruiser illustrated above is a good example of what we can offer. There are many other splendid exhibits of yacht design and building to be had from us.

If Selling, List Here—If Buying, Call Here

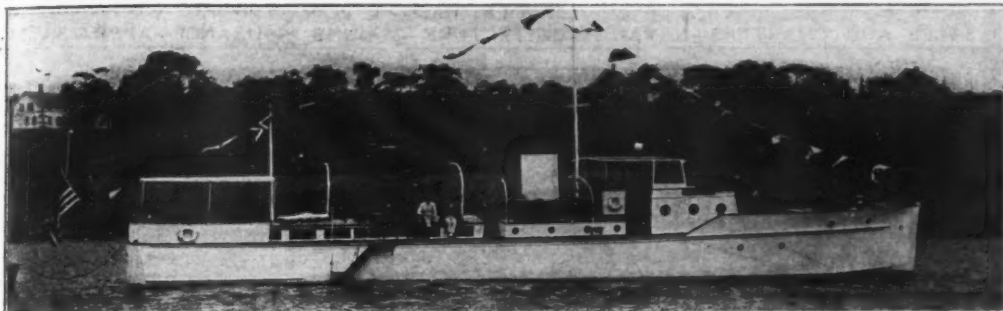
WILLIAM GARDNER & CO.

Naval Architects, Marine Engineers and Yacht Brokers

Phone 8638 Bowling Green

NO. 1 BROADWAY, NEW YORK

Cable Address: Yachting, N. Y.



No. 2334—SALE-CHARTER—Attractive 85-ft. twin-screw Lawley built power yacht, equipped with two 6-cylinder 200 H.P. Sterling motors; speed, 16 miles. Deck saloon, 2 double and 3 single staterooms, bath room and additional toilet room. Everything in A-1 condition, ready for immediate use.



No. 183—FOR SALE—Attractive 65-ft. Mathis built houseboat, two 6-cylinder Sterling motors. Large deck house and comfortable owner's quarters.



No. 1859—Shoal draft power yacht, 63x14.6x3, two 6-cylinder Speedway motors recently installed, four staterooms, etc. Suitable Northern and Southern cruising. Attractive price.

R. M. HADDOCK

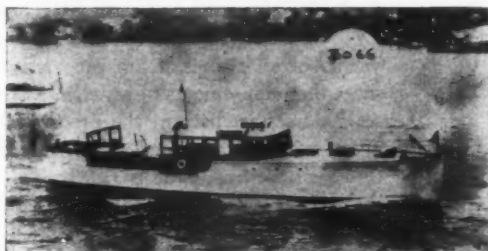
NAVAL ARCHITECT

50 EAST 42ND STREET, NEW YORK CITY

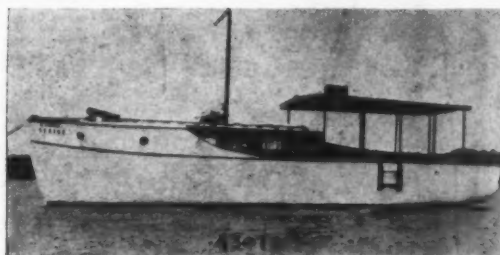
MARINE INSURANCE

YACHT BROKER

TELEPHONE: VANDERBILT 1640



No. 3055—For Sale—Twin-screw motor yacht, 76'x14'x3'9" draft. Two six-cylinder Speedway motors, new 1925. One of the most desirable boats of her type now available. Sleeps six comfortably. New York inspection. For further particulars consult R. M. HADDOCK, 50 East 42nd Street, New York City.



No. 4301—For Sale—34' raised deck cruiser. Built 1919. Sleeps four. Red Wing 28-36 H.P. motor. Installed new 1923. First-class condition. For further particulars consult R. M. HADDOCK, Naval Architect and Yacht Broker, 50 East 42nd Street, New York City.



No. 3258—For Sale—Twin-screw motor yacht, 70'x14'x3'6" draft. New 1924. Two Speedway motors, speed up to 18 M.P.H. Accommodations consist of two double staterooms, bath room, large dining saloon forward; one of the finest yachts of her type available. For further particulars apply R. M. HADDOCK, Naval Architect and Yacht Broker, 50 East 42nd Street, New York City.



No. 494—For Sale—Bridge Deck Cruiser, 44'x11'x3'6" draft. Sleeping accommodations for four persons; 4-cylinder, 60-80 H.P. Buffalo motor, speed up to 13 M.P.H. A very desirable boat for Southern waters. For further particulars, etc., apply R. M. HADDOCK, Naval Architect and Yacht Broker, 50 East 42nd Street, New York City.

FRANK BOWNE JONES

YACHT AGENT

Telephone
Whitehall 1170

Cunard Building, 25 Broadway, New York

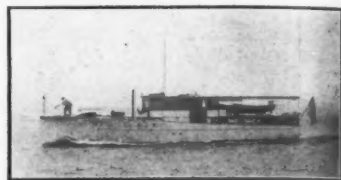
OFFICE No. 1851

Cable Address
"Windward," N. Y.

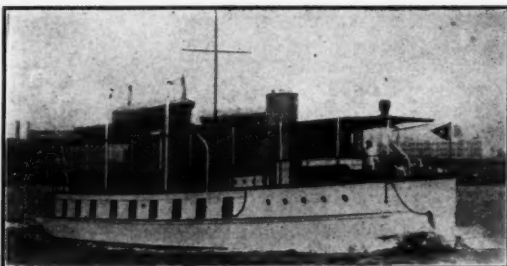
SALES AND CHARTERS—NAVAL ARCHITECTURE—MARINE INSURANCE—APPRAISALS



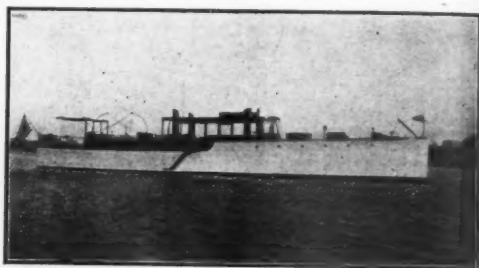
No. 4771—FOR SALE—145' Steel Cruising Yacht, Twin Screw, Diesel Power. One of the best yachts of the type and one of the few available for purchase. A-1 condition. Delivery immediately in commission. FRANK BOWNE JONES, Yacht Agent, 25 Broadway, New York.



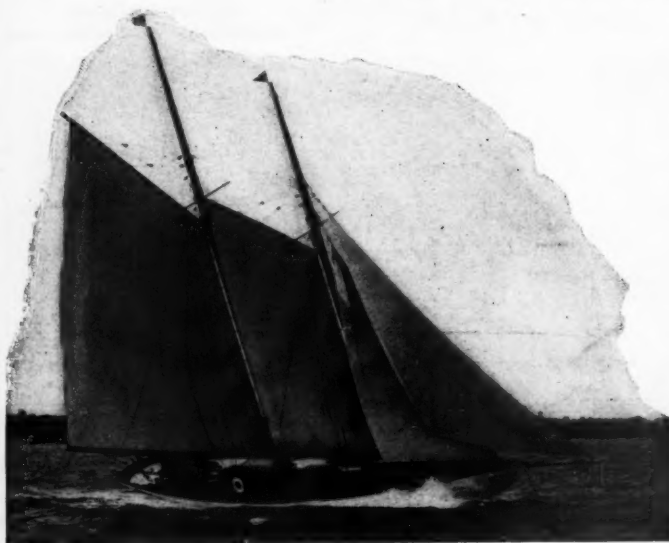
No. 8173—FOR SALE—One of the Elco 56' Power Cruisers. Launched this Spring. Accommodations include dining saloon, one double and two single staterooms. Delivery in commission—might charter. FRANK BOWNE JONES, Yacht Agent, 25 Broadway, New York.



No. 1247—FOR SALE OR CHARTER—87' Twin-Screw Power House Yacht. Built by Mathis. Winton motors. One single and three double staterooms—dining saloon on deck. Attractive price. FRANK BOWNE JONES, Yacht Agent, 25 Broadway, New York.



No. 3898—FOR SALE OR CHARTER—76' Lawley Express Cruiser; recent build; twin-screw; Speedway motors. Excellent accommodations—now in commission. FRANK BOWNE JONES, Yacht Agent, 25 Broadway, New York.



SENORA—A modern auxiliary cruising schooner of typical MOWER DESIGN, combining good looks with seagoing qualities and cruising comfort.

WITH many years experience in designing motor and sailing yachts of all classes, I am prepared to meet the requirements of my clients and to give a service both in the preparation of plans and in personal supervision of construction that assures satisfaction and makes the building of a yacht a real pleasure to the owner.

Correspondence, or a personal interview, is invited with the distinct understanding that no obligation whatever is incurred unless a definite order is placed.

A well organized Brokerage Department, in charge of Mr. F. P. Humphreys, is prepared to render complete and satisfactory service to clients who wish to purchase, sell or charter.

CHARLES D. MOWER, *Naval Architect*

347 MADISON AVENUE (at 45th Street) TELEPHONE MURRAY HILL 2320 NEW YORK

HARRY W. SANFORD

YACHT BROKER

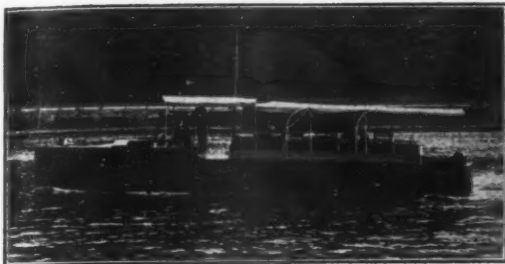
NAVAL ARCHITECTURE

501 FIFTH AVENUE (42nd St.), NEW YORK

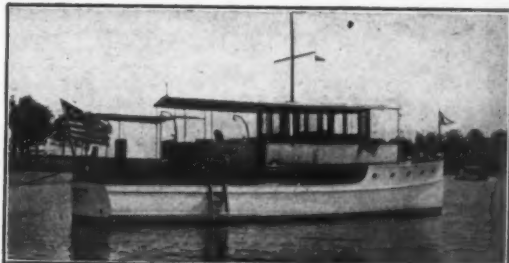
TELEPHONE:
VANDERBILT 8989

INSURANCE

OUR MOTTO: To offer yachts which will be a pleasure for you to own and a recommendation for us to sell; to render such service as to have you feel you should like to do business with us again.



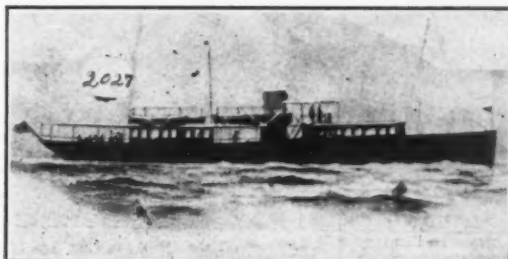
No. 726—For Sale—55' bridge deck cruiser, speed 22 miles. Has 1 double stateroom and saloon, etc. Beautifully furnished. Owned by a prominent yachtsman, who has spared no expense in the upkeep of the yacht. A very attractive cruiser.



No. 2025—For Sale—49' cruising houseboat, speed 10 1/4 miles. Has enclosed deckhouse, saloon with 2 berths, 2 additional staterooms, bath, etc. Delightfully furnished, very seaworthy and the finest yacht of her length available.



No. 1982—For Sale—Very desirable and seaworthy 75' cruiser, built in 1925. Has 4 staterooms, 2 baths, large deck house, dining saloon, etc. High-class in every particular. Speed 12 miles.



No. 2027—For Sale—145' steel twin-screw Diesel powered yacht. 5 staterooms, deck dining saloon and social hall, bathrooms. Speed 13-15 miles. Beautifully furnished, seaworthy and has wide cruising radius.

DAVID S. BECHTEL

Naval Architect and Engineer

YACHT BROKER

136 SOUTH 4th STREET, PHILADELPHIA, PA.

Telephone: Lombard 2072

FOR SALE



Beautiful 64-foot express cruiser. All new last year. Powered with two Sterling Dolphins. Speed, 19 m.p.h. Very fine arrangements both on deck and below. For further particulars apply to: David S. Bechtel, Yacht Broker, 136 South 4th Street, Philadelphia, Pa.

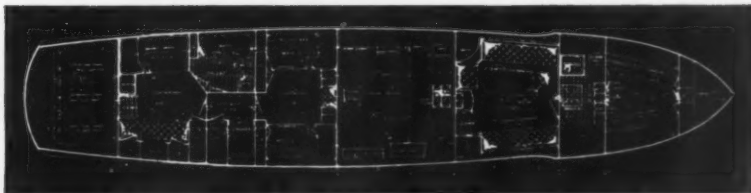
* * *

75-foot, twin-screw power cruiser. This is the season's most remarkable offer. Price \$12,500.

Two 80-foot, twin-screw cruisers, both very remarkable yachts at attractive prices.

57-foot, twin-screw express cruiser, new. To settle an estate, lowest cash price \$16,500.

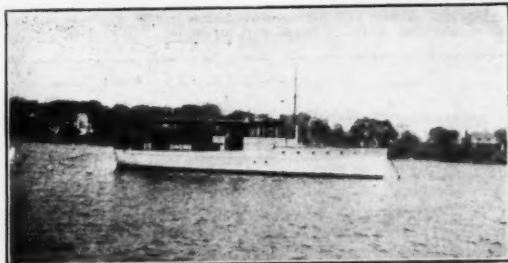
Larger and smaller power cruisers for sale. Auxiliary schooners for sale and charter. Schooners from 55 feet up to 85 feet for sale and charter. Sales 7% and charter 10%. List your yachts with me for Fall listing and for Southern charters. Personal attention to all sales, charters, inspections, plans and insurance.



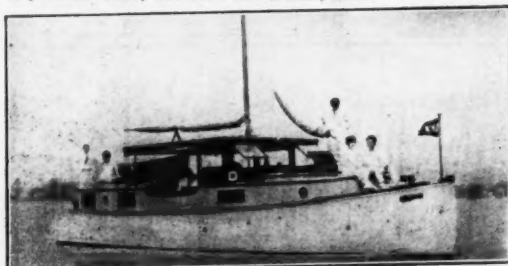
YACHT BROKER**JOHN G. ALDEN**

148 STATE STREET

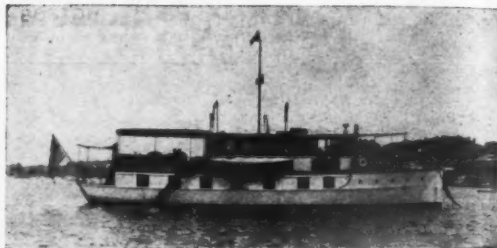
BOSTON, MASS.

NAVAL ARCHITECT

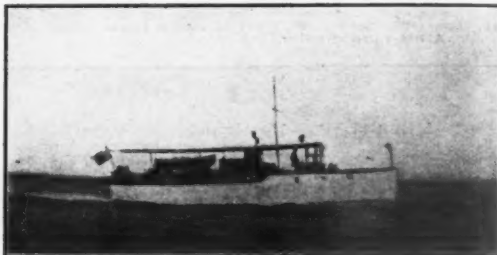
No. 3339—FOR SALE—Elco 56' Deck House Cruiser. Delivered Fall 1925. Now in commission. Owner's quarters include two single and two double staterooms, two toilets, one bath and comfortable deck house. Two Elco 4-cylinder engines. Forecastle with two berths. Boat in excellent condition. Apply to John G. Alden, 148 State St., Boston, Mass.



No. 3327—FOR SALE—One of the Mathews 38' special double cabin cruisers. Used very little. Now in commission and in excellent condition. Equipment is unusually complete. Kermath motor, electric lights. Accommodations for eight. Apply to John G. Alden, 148 State St., Boston, Mass.



No. 2914—FOR SALE—A most attractive twin-screw Mathis houseboat, built 1924. 66'x16'6"x3'3". Two single and two double cabins. 18'x10' deckhouse. Main cabin. Standard engine. Electric lights. All in very fine condition. Apply John G. Alden, 148 State St., Boston, Mass.



No. 2662—FOR SALE—One of the most attractive bridge deck cruising launches available, designed and built by Luders, 59'x10'3"x4'10"; double stateroom, main cabin; owner's toilet and galley all aft of engine room and crew's quarters; highest grade finish and handsome model. Speed ten miles; windshield on bridge and full length awning, fully found in excellent condition. Apply: John G. Alden, 148 State Street, Boston, Mass.

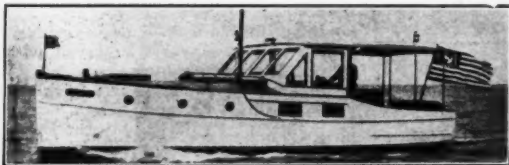
YACHT BROKERS
NAVAL ARCHITECTS
Henry C. Grebe & Co., Inc.
MARINE INSURANCE
SURVEYING

Wrigley Building

400 NORTH MICHIGAN AVE., CHICAGO

TELEPHONE SUPERIOR 6644

WE HAVE A COMPLETE LIST OF ALL STEAM AND POWER YACHTS, AUXILIARIES AND HOUSEBOATS, WHICH ARE FOR SALE AND CHARTER. Plans, photographs and full particulars furnished on request.



Brand new 36-foot Great Lakes Sea Villa, ready to launch. Powered with 4 cylinder 35 H. P. Kermath engine with electric starter and generator. Separate stateroom and main cabin with four berths, good sized toilet room, galley and large cockpit with windshield, canopy and side curtains. Boat complete and ready to run. Regular price \$7,500.00. For immediate sale will accept \$6,500.00.



FOR SALE. Practically new 54-foot Great Lakes cruiser, in excellent condition. Has beautiful mahogany deckhouse enclosing bridge, which was added this spring. Two 6-cylinder Sterling Dolphin motors complete with electric starters and generators. Speed up to 23 miles per hour. Delco light plant. Forward and after cabins finished in mahogany. Sleeping accommodations for 6-8 in owner's quarters. Separate crew's quarters for two. Boat most complete in every respect. Price very attractive for delivery in fall in commission. Owner building larger yacht.

THE MOTOR BOATING MARKET PLACE

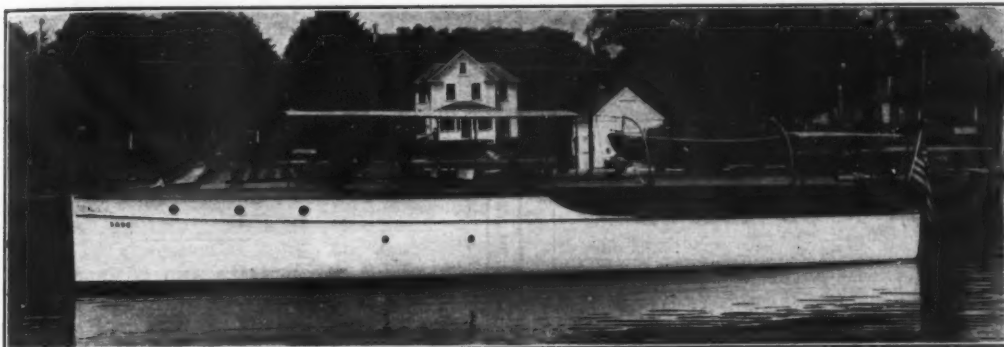
The rate for "For Sale" and "Want" advertisements is 8 cents per word, minimum \$2.00. If an illustration is used, the charge is as follows, which includes the making of the cut:
 Cut one inch deep, two inches wide..... \$ 9
 Cut 1½ inches deep, three inches wide..... \$12
 Cut 2¼ inches deep, four inches wide..... \$20
 Cut 3¼ inches deep, six inches wide..... \$28

Opportunities for the Motor Boatman

Before you buy or before you sell examine the exceptional buying and selling opportunities under this heading. They comprise the best offers of the month. Please mention MoToR BoatingG.

MoToR BoatingG, 119 West 40th St., New York

Classified advertisements not entirely in small light face type. No extra charge for capitals. Bold face type used at display rate, \$15 per inch, single column. New advertisements can be accepted up to twelfth of month for following issues.



Probably the finest motor yacht of her size now available for purchase. In commission ready for immediate delivery. Plans by Frederick Lord. Speed about 20 miles per hour.

The yacht is 50' x 9' x 3'. Built by Greenport Basin & Construction Company. Finished in the finest possible manner. Deck joiner work, etc., mahogany. Cabin joiner work, etc., white enamel. Homelite generator. A. M. F. Rotary bilge pump. A. E. Co. electric windlass. Electric lights and searchlight. Six-cylinder 150 H.P. Van Blerck motor.

Bridge deck 10' long; aft cockpit. One double and one single stateroom aft, one stateroom forward.

FOR SALE at less than one-half replacement cost. Price, \$13,000. Brokers fully protected.

ARTHUR G. QUINN,

Room 1513, 285 MADISON AVENUE,

NEW YORK CITY

OPPORTUNITY

to buy the well-known Bridge Deck Cruiser "Colonie," 36' x 9'9". Kermath 40 h.p. 1924 model, self starter, double ignition, 32-V. Lighting Plant. Boat design Morris Whitaker. Built by Bayonne Elco Works. Guarantee everything in A-1 condition. Most complete equipment, ready step on board to go South, including charts. Whoever is looking for real sea boat, that has stood test, give this buy your closest investigation. Only reason owner selling is moving picture man, and transferred to San Diego. Special price is \$3,700. See your broker or make appointment. BERT HARVEY, 25 Dyckman Street, New York City.

WANTED—65-foot, twin-screw, cruising houseboat. Mathis or similar type. Must be in first-class condition and cheap. Do not need same until spring of 1927 but will buy if price right in fall of 1926. Send full particulars to BOX 21, Huntington, Long Island, New York.

FOR SALE—Motor model F-4 Scripps 40-60 H.P. high speed motor in good condition. Changing to a Scripps F-6 larger motor. Bargain for someone. Act quickly. GRAY ROOF-ING CO., Parkersburg, W. Va.

CURTIS O.X-5, 90-100 h.p., Chris Smith Conversion, in good condition, used one season only—completely equipped. Bargain. BRUNS KIMBALL & CO., INC., 50 West 17th Street, New York City.

FOR SALE—24' Cabin Cruiser in excellent condition. Equipped with bunks for two, toilet, etc. 16 h.p., 4 cyl. Roberts motor with Putnam reversing gear. Price \$500. Apply, F. L. ENGLISH, 154 Delaware Avenue, Carney's Point, N. J.

FOR SALE—Model C-6 Van Blerck 100 h.p. six cylinder. Completely rebuilt this season. Re-bored, new pistons, rings, etc. Bargain \$600.00. Address BOX 193, MoToR BoatingG.

FOR SALE—Sea Skiff, 31 x 9. Raised deck, 30 h.p. Erd. Mahogany trim. Completely equipped. In commission. Built 1924. Fast and able. W. D. ANDERSON, Essex, Conn.

WANTED—Elco Cruisette. Mail particulars to B. CLARK, 100 Broadway, New York City.

FOR SALE—40' x 12'6" x 3'8", glass cabin cruiser with pilot house in front and after deck in rear, sleeps six, seats eight at table; 400 lb. refrigerator, toilet, shipmate range, heavy duty 40 to 60, 4 cylinder Niagara Motor, electric starter, 24 volt Generator and storage battery set. This is a real home, heavy construction, A-1 condition, located near Mobile, ready to go anywhere. Price \$5,000.00 net, cost 2½ times this amount. Cruising speed nine miles; fuel capacity 200 gallons; coal for range 400 lbs. J. C. LAWRENCE, Mobile, Ala.

Pierce-Budd Racing Motor—2 cycle, 3 cylinder, 2 carburetors. 18-25 h.p., 1800 r.p.m., with one way clutch. Good condition. Bargain. G. P. BLACKISTON, Canton, Ohio.

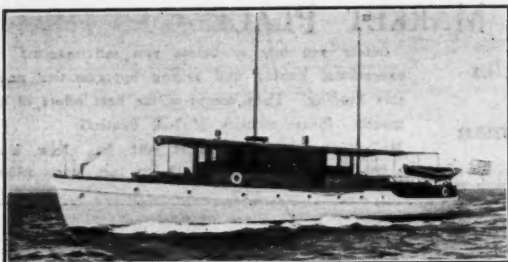
SCRIPPS 100 h.p., six cylinder, 4¼" bore x 6" stroke, complete with electric starter, double ignition and all equipment. Motor in first class condition in every respect. \$750. KERMATH MANUFACTURING COMPANY, 5890 Commonwealth Avenue, Detroit, Mich.

16-FOOT ATLANTIC LAUNCH—4 h.p., 2 cycle, 1 cylinder motor. Speed 10 miles per hour. Holds 8 to 10 people. Good condition. Great bargain. G. P. BLACKISTON, Canton, Ohio.

PAIR, 150 h.p., each Sterling Sea Gulls, 6 cylinder, 4 11/16 x 6, removed from boat in good running condition—completely equipped—ready to run. Bargain. Will sell one or pair BRUNS KIMBALL & CO., INC., 50 West 17th Street, New York City.

FLAT BOTTOM MOTOR SKIFF, 15 feet 9 inches long, built according to Atkins design for Sue, published in MoToR BoatingG, August, 1925, and powered with 2-cylinder inboard Evinrude engine with reverse gear. Good big husky boat, practically new and for sale at far less than cost. Price \$350. Will be in commission ready to run. F. W. HORENBURGER, 4363 Byron Ave., Bronx, N. Y.

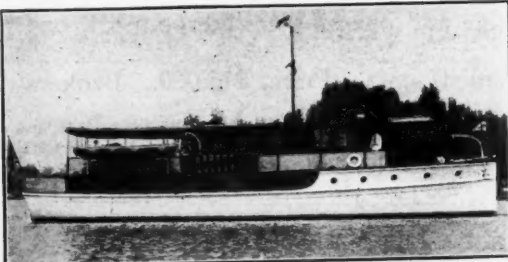
When writing to advertisers please mention MoToR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York



No. 3028 For Sale. Twin screw motor yacht, 83 x 14 x 5' draft. Two Heavy duty Murray Tregurtha motors in perfect condition. Accommodations consist of two double and one single stateroom and complete bath room; dining saloon in deck house. This yacht has cruised to Labrador and is ideal for Coast wise or ocean sailing. Construction extremely heavy. Demonstration can be arranged. For further particulars regarding price, etc., consult R. M. HADDOCK, Naval Architect & Yacht Broker, 50 East 42nd Street, New York City.



No. 415 For Sale. Herreshoff day cruiser 50 x 11 x 2' 9" draft. Four cylinder, Standard motor, speed up to 12 miles per hour. Large roomy cockpit and small cabin forward, containing two transom berths, toilet and galley. Fine sea boat and can be purchased at a very attractive figure. Demonstration can be arranged. For further particulars regarding price, etc., consult R. M. HADDOCK, Naval Architect & Yacht Broker, 50 East



FOR SALE—Twin Screw Cruising Houseboat, 67 x 17 x 3' 6". Absolutely the handsomest and best yacht of her size and type available. Everything the best and in perfect condition. Has been used very little. Very comfortable. Has proven able in heavy weather. Two 6 cylinder engines give a cruising speed of 12 miles. Owing to excellent interior arrangement this yacht has accommodations equal to much larger yachts. One single and two double staterooms, with extension sofa in lower saloon, give sleeping accommodations for six to eight guests. Price very reasonable. **SOUTHERN YACHT AGENCY**, American Building, Baltimore, Md.

COMPLETELY REBUILT, OUTFITTED and EQUIPPED CRUISER. Best possible condition. Finest, safest, most complete, 65 H.P. 6-cyl. Beaver self-starter. Ignition, gas, pumps, steer all double, for utmost certainty of operation. Hot running water; dishes; linen and everything one can wish for. 12 miles. 30' x 8'. Exceptionally roomy—seats 15 in cockpit. In commission. Sacrificed by **JOHN KOHLER MOHR**, Bay City, Mich.

FOR SALE—One 4-cylinder, 4-cycle, 9-15 H.P. Niagara Motor, complete with Bosch Magneto, built-in reverse gear and rear starter, carburetor, and propeller. Used two seasons. Price \$125.00. One 3-cylinder 2-cycle, 18 H.P. Vim Motor, aluminum base, with carburetor and Delco ignition. Price \$50.00. One Gies gear, suitable up to 20 H.P. This gear used very little. Price \$15.00. These motors are all in A-1 condition. **AUTOMOTIVE SERVICE COMPANY**, 117 South First Street West, Cedar Rapids, Iowa.

FOR SALE—Dodge Watercar, mahogany, 1925 model, single cockpit, speed 20 m.p.h. Price \$1900. **B. CLARK**, 100 Broadway, New York City. Telephone, Rector 9000.

WANTED, 20 foot cruiser, not over two years old, speed 30 M. P. H., first class condition; price reasonable; New York waters; particulars first letter. **CULLEY**, 377 East 160 St., New York.

BANFIELD—26 foot fishing skiff, windshield and forward cockpit, 6 cyl., 100 H. P. Kermath engine. Boat and engine like brand new, completely equipped, wonderful buy. **BRUNS, KIMBALL & CO.**, 50 West 17th St., N. Y. C.

CABIN CRUISER "VIKING," 36 x 8.6 x 3. Palmer engine. N. R. 4 cylinder. Speed 11 miles. Sleep 2-3. Large cockpit. Price \$1,200; cash. Can be seen Raritan Yacht Club, Perth Amboy, N. J. Telephone Hanover 0176.

BARGAINS IN High Powered Rebuilt Engines

Sterling, FM—6 cyl. 85-125 h.p.

Van Blerck, M—8 cyl. 150-200 h.p.

Sterling, Dolphin—8 cyl. 250-300 h.p.

Sterling, FM—4 cyl. 60-85 h.p.

Sterling, Pair Dolphin—6 cyl. 235 h.p. ea.

Scripps, E—6 cyl. 60-100 h.p.

Scripps, D—4 cyl. 25-40 h.p.

FOR DETAILS AND COMPLETE
LIST OF ENGINES WRITE

WALTER H. MORETON CORP.

1045 Commonwealth Avenue

BOSTON, MASS.

Do You Want to Sell Your Boat or Engine?

MoToR BoatinG's Market Place will put you in touch with a buyer. (See advertising rates on page 65.)

FOUR-CYCLE MARINE ENGINES WITH REVERSE GEARS

4-cyl.	
9-12 H.P. Universal unit plant, 2 $\frac{3}{4}$ x4.....	\$155
20-25 H.P. Kermath unit plant, 4x4, nearly new with electric starter and generator..	435
40 H.P. Miller unit plant, 5 $\frac{1}{4}$ x7, heavy duty..	465
20-25 H.P. RED WING, 4x5.....	225
30-25 H.P. Doman, 4 $\frac{3}{4}$ x6, new.....	295
40 H.P. Doman, 5x6, old model.....	145
48-60 H.P. Doman six-cyl. 6x8 heavy duty, with electric starter and generator.....	\$625
90 H.P. Wisconsin six-cyl. 5 $\frac{3}{4}$ x7.....	395
8 H.P. Frisbie one cyl. 6x6, heavy duty.....	\$135
8 H.P. Roberts two-cyl. 3 $\frac{1}{2}$ x4.....	115
14 H.P. Automatic 5 $\frac{1}{2}$ x7 two-cyl., heavy duty	195
40 H.P. Pierce-Budd 4-cyl. two-cycle 4x4, with reverse gear, rear starter and Bosch magneto, like new.....	\$295

And Others.

BADGER MOTOR COMPANY

Milwaukee

Wis.

REBUILT ENGINES

If the old motor dies now, the season is not over for you. We have ready for immediate delivery an enormous stock of guaranteed rebuilt machines of all sizes, types and makes at prices that are right.

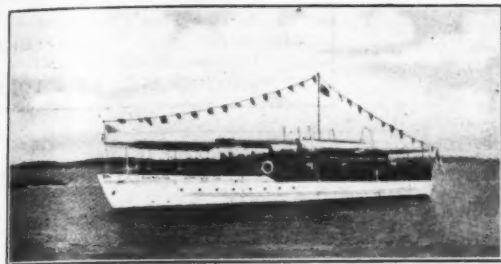
MATTHEWS "38" CRUISERS **CHRIS CRAFT RUNABOUTS**
STERLING MARINE ENGINES **KERMATH MARINE ENGINES**
AMERICAN MACHINE & FOUNDRY HAND AND ELECTRIC BILGE PUMPS

Can ship the same day you order—No waiting—No Delays

50 WEST 17TH STREET
NEW YORK, N. Y.

BRUNS KIMBALL & CO., Inc.

102 SOUTH 4TH STREET
PHILADELPHIA, PA.



FOR SALE—76' x 12' x 3' draft passenger boat. Two 60 H.P. Buffalos; speed 15 miles per hour; capacity, 150 passengers. In commission at this time. Price, \$4,000. Address:

GEO. W. MERCIER, CLAYTON, N. Y.



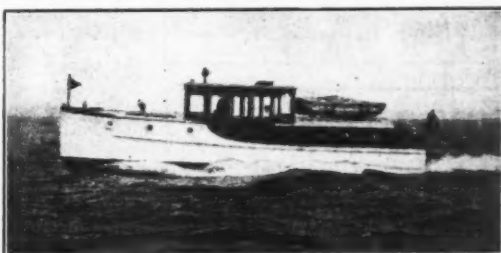
NO. 4279—FOR SALE—Enclosed bridge deck motor yacht, 50' x 11' x 3'6" draft. M. R. Speedway motor; speed up to 20 miles per hour. New in August, 1925. All mahogany finished bright. One of the finest yachts of her type now available. Ideal boat for Florida waters. Now in commission. Demonstration can be arranged. For further particulars, price, etc., consult R. M. HADDOCK, Naval Architect and Yacht Broker, 50 East 42nd Street, New York City.

Famous "Miss Behavior" FOR SALE

24' x 6' V bottom mahogany and cedar runabout designed by Hacker, built by Richardson in 1925, powered with brand new 70 h.p. Kermath with starter, generator, double ignition, etc. Does better than 25 miles, completely equipped, chairs, cushions, etc.—ready to go and in perfect condition. A dashing, beautiful gentleman's runabout at a bargain.

BRUNS KIMBALL & CO., INC.

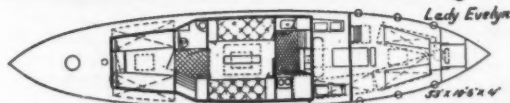
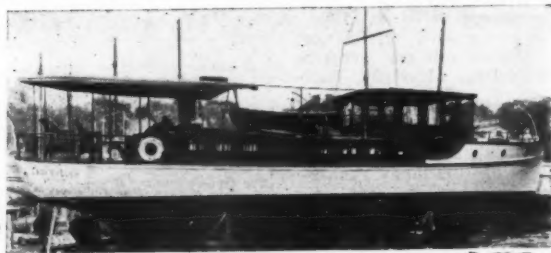
50 WEST 17TH STREET NEW YORK CITY



FOR SALE: Used Rochester 40 foot enclosed bridge cruiser with most complete equipment and furnishings possible. Powered with 6-cyl. medium duty Model E Scripps motor, speed 12-13 miles per hour. Condition excellent. Exceptional bargain. Can be inspected at our yard.

ROCHESTER BOAT WORKS, INC.

ROCHESTER NEW YORK



Having bought a larger boat, owner is offering "LADY EVELYN" for sale. Built by N. Y. Yacht, Launch & Engine Company, all interior mahogany. Four-cylinder, 40 H.P. Lathrop motor with self-starter, etc., new in 1924. Cruising speed 8 miles, maximum (measured) 10 m.p.h. Electric lights and searchlight. New Protane gas installation 1926. Eleven foot tender with Johnson. Has cruised from Canada to Cuba. Wonderful sea boat. Easily handled by one man. Owner's family has spent last five summers aboard. Ready to launch at B. F. Wood's Yard, City Island. A bargain at \$8,500. Address W. B. COOK, 35 West 42nd Street, New York, or any Broker.

PAIR, 225 h.p. each, Sterling Dolphin, 6 cylinder, 5 3/4 x 6 3/4, in good running condition. Fully equipped—can be put right to work. Will sell one or pair. **BRUNS KIMBALL & CO., INC.**, 50 West 17th Street, New York City.

SEA SLED HULL, 22 x 6, IN A-1 CONDITION, including bronze twin rudders, steering wheel, shaft, propeller, gas tank, water-cooled oil tank, Joes reverse gear, top and side curtains; seats six; speed, 35 miles per hour. Sacrificing for immediate sale, \$700. **R. L. WHITE**, North Drive, Malba, L. I., N. Y.

FOR SALE

Sterling four-cylinder, four-cycle 20-35 horse power, in excellent condition, recently overhauled and rebuilt, 600 R.P.M., 4 1/2 x 5 1/2, weight about 300 pounds, Bosch dual battery and magneto ignition, suitable for cruiser or open boat. Owner installing larger motor. Price, \$450. Apply Box 166, care MoToR BoatinG, 119 West 40th St., New York.

BRIDGE DECK CABIN CRUISER to settle estate, will sacrifice, 50 x 11, newly painted and overhauled, new sterling motor, separate electric light plant, gas cooking plant, running water, mahogany and oak throughout, copper fastened, sleeps six, fully equipped with linens, dishes, silver and wicker furniture, in commission, \$5,000. **MURPHY**, 1860 Broadway, N. Y. C.

YACHT—Twin screw, six-cylinder Kermath installed August, 1925, self-starters; bridge deck; control condition A-1; completely overhauled; ready for immediate use. **Thomas D. Richards**, Westport, Conn.

Trimount Rotary Hand Bilge Pumps

All bronze composition. 4 sizes. Capacities 6 to 20 gals. per min. Require no priming. Turn handle—create vacuum—get water at once.

TRIMOUNT ROTARY POWER CO.
234 Whiting Avenue East Dedham, Mass.
Mfrs. Hand and Power Pumps, High Vacuum Pumps, Whistle Blower Outfits.

NAVAL ARCHITECTS & YACHT BROKERS

DAVID S. BECHTEL

Naval Architect and Engineer
Yacht Broker

136 South 4th Street
Philadelphia, Pa.

Telephone — Lombard 2072

Thomas D. Bowes, M. E.

NAVAL ARCHITECT AND ENGINEER

Offices:

Lafayette Bldg., Chestnut and Fifth Sts.
PHILADELPHIA, PA.

Burgess, Swasey & Paine

NAVAL ARCHITECTS

585 Boylston St., Boston 17, Mass.

COX & STEVENS

Naval Architects and Engineers
Yacht Brokers

341 Madison Avenue
(Corner of 46th St.) New York City
Telephone: Vanderbilt 8811

B. T. DOBSON

NEW BEDFORD, MASS.

NAVAL ARCHITECT

Designer of Sailing Craft, Auxiliaries
and Power Yachts

ELDREDGE-McINNIS, INC.

Naval Architects Engineers
Yacht Brokers

160 State Street McKimley Building
BOSTON, MASS.

(Formerly general managers and naval architects for George Lawley & Son Corporation.)

THOMAS S. HANSON

Formerly General Manager, The Rice Works,
Bayonne, N. J.

Yacht and Motor Boat Brokerage

19 West 44th Street New York
Telephone: Murray Hill 6878

WALTER COOK KEENAN

NAVAL ARCHITECT

862 Liverpool & London & Globe Bldg.
New Orleans, Louisiana

Sail and power yachts. Houseboats and
commercial vessels. Surveys made in all Gulf
Ports.

I have a large number of yachts of every
description for sale, and some for charter.

Cable address: "Walken"

Yard and Shop

Clem Amory Back

Word has been received that Clement G. Amory, formerly Treasurer of the Consolidated Shipbuilding Corporation and Florida representative for many years, has associated with the firm of Cox & Stevens, and will assume charge of the Yacht Brokerage Department. Mr. Amory is thoroughly acquainted with conditions in Florida, and will make his headquarters at Miami during the winter and represent the firm there. This association will make it possible for him to give much better service than heretofore, since he will spend the greater part of the winter in Florida, and the balance of the year in New York.

Gray Uses Big Crankshafts

Big crankshafts are expensive but they are the back bone of a motor. Modern Engineers, in the last year, have demonstrated the necessity of heavier and stiffer, more accurately machined and balanced crankshafts. Modern marine motors must be designed and built especially well, for more is expected of them than before. The result is Gray crankshafts are extra heavy drop forged from steel especially made to specifications—fully machined on all surfaces—inherently balanced, and carried on four large bronze backed bearings.

Likewise the camshaft is made and carried on four bearings. The cam surfaces are case hardened.

Large mushroom-type push rods operate the valves which are 1-11/16 inches in diameter with a lift of 5/16 inch. The valve stems and push rod are amply lubricated by oil from the crankcase, through open passages which connect the valve chambers.

Enterprise on Lakes

A distributor for Duplex oils has been appointed in the person of W. F. Meier, Cleveland, Ohio. He will handle the distribution of Duplex oils and greases in Detroit, Put-In-Bay, Cleveland, Buffalo, and Tonawanda. This district has heretofore not been served very much by this company, and this new connection will permit them to place these high grade oils before the many yachtsmen in this part of the country.

Rigg's Takes a Partner

Starling Burgess, the well-known Boston yacht designer, and at the present time head of Burgess, Swasey and Paine, is coming to New York to associate with J. Linton Rigg, in his designing and yacht brokerage business. Mr. Burgess is the son of the late Edmund Burgess, who was one of the greatest designers in America. Starling Burgess has created some remarkable boats. The new firm name will be Burgess, Rigg & Morgan, with offices at 11 Broadway. Mr. Morgan is the son of E. D. Morgan, an old member of the New York Yacht Club, and the builder of two defenders of the America cup.

FREDERIC S. NOCK, INC.

Naval Architects and
Yacht Builders

EAST GREENWICH, R. I.
STORAGE REPAIRS
MARINE RAILWAY

JOHN H. WELLS, INC.

NAVAL ARCHITECTS

Service that's different

BROKERAGE SUPERVISION
Telephone: Murray Hill 3128-7
347 MADISON AVE., NEW YORK

Willis Has an Outing

W. E. Willis, the popular President of the E. J. Willis Company, arranged a wonderful outing for the employees and friends of the firm which was held during the last of July. A wonderful program of entertainment had been arranged by an Entertainment Committee, and a steamer chartered to take the guests to Glenwood landing on the Sound, where a marvelous shore dinner had been prepared. Music and refreshments were abundantly provided, and during the afternoon there was much swimming, ball playing, and general sport contests. The first attempt proved to be such a success that already plans are underway for a bigger and more elaborate affair of the same general kind next year.

Earl Croft Comes to New York

Earl H. Croft, the representative of the Bessemer Diesel oil engines in the yachting field, has moved his offices from Cleveland to New York, and in the future will be located at 25 West 43d Street, New York, N. Y. His office will be prepared to supply all data of a general and technical nature in connection with the Bessemer engines, and yacht owners who contemplate using these machines can learn about them there.

A New McNab

A new scientific instrument has just been announced by the McNab Corporation of Yonkers, which consists of a Dial-O-Meter, an instrument intended to be an exceedingly accurate and reliable pressure gauge, which would register a low pressure, and which will indicate the volume of fuel or oil or water in tanks by the relation of the head to the pressure exerted on the gauge. It consists of a series of diaphragms which operate a spindle through a specially designed gearing. The Dial-O-Meter has also other uses, such as registering the heights of water in reservoirs or the depths of water in rivers and harbors, or even recording the draft of a ship at different points. The only requirement between the gauge and the dial is a length of annealed copper tubing, which is readily bent around corners between the two instruments. There should be many practical uses for this type of instrument on yachts and shipboard, particularly where it is required to keep track of the fuel contained in the tanks quite closely.

(Continued on page 140)



Spend a
Winter Vacation
at
MIAMI BEACH

PLAN now to escape the monotony of winter's cheerless days. Take a vacation during the months of December to April and come to Miami Beach, *America's Winter Playground*. Here you can enjoy every form of summer time sport in a climate that is never too hot and never too cool,—just pleasant June days the year around.

If you want a vacation that will put new vigor in your body and a song in your soul then come to Miami Beach. Arrange especially to be here next March to see the thrilling speed boat races on beautiful Biscayne Bay.

THE CARL G. FISHER HOTELS

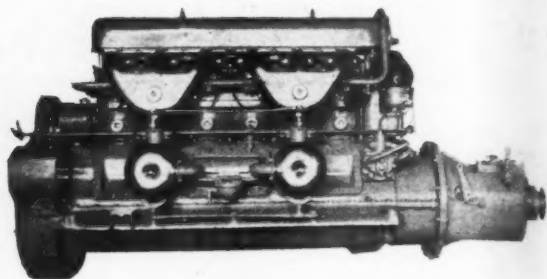
Flamingo Nautilus Lincoln King Cole

MIAMI BEACH, FLORIDA

HALL-SCOTT



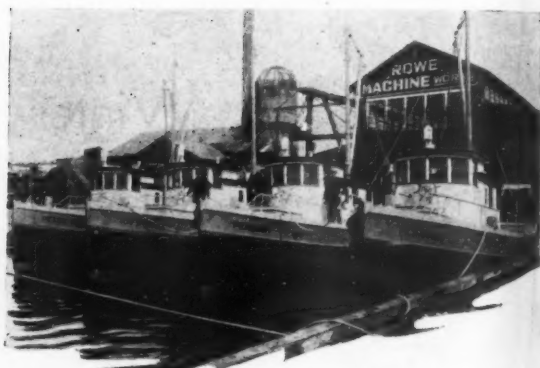
A standardized 28 foot Sea Sled Sedan, owned by Mr. Geo. Whitney of J. P. Morgan & Co., New York, powered with a Hall-Scott LM-6 200 H.P. marine engine. Speed 38 miles per hour.



Hall-Scott LM-6, Model G
Six-Cylinder — 200 H.P.



Auxiliary schooner Lismore II, 75'x57'x18.5', owned by Redmond Kerezy, Jr., of New York, powered with a Hall-Scott HSR-4 60-70 H.P. marine engine with 3 to 1 reduction gear. Lismore II was designed by J. Murray Watts and built by Smith & Williams Co.



A fleet of four 50 foot seine boats built by the Ballard Marine Railway of Seattle, Wash., for the Sunny Point Packing Co. of Alaska. Powered with Hall-Scott HSR-4 60-70 H.P. marine reduction gear engines with power take-off to operate winch on deck.



The standardized cruiser JW-38 sold by the John Wanamaker Store of New York is powered with a Hall-Scott HSM-6 75-100 H.P. marine engine. Speed 14 miles per hour.



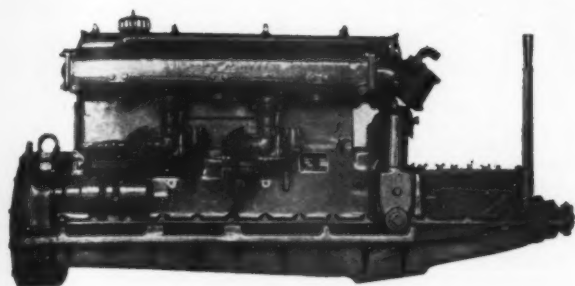
Belle Isle Super Bear Cat runabouts are all powered with Hall-Scott LM-6 200 H.P. marine engines, giving a speed of 42 miles per hour.

IN every type of service, both pleasure and commercial, Hall-Scott Ultra Marine Engines are selected when superlative boat performance is wanted.

HALL-SCOTT

461 Eighth Ave. at 33rd St.

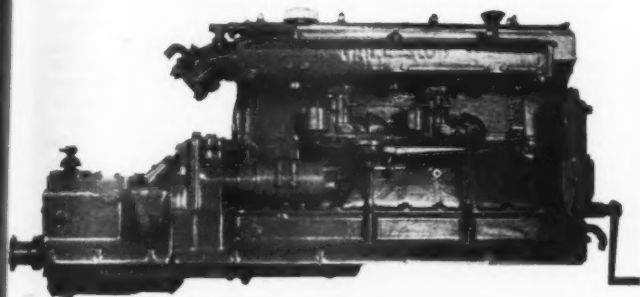
Ultra Marine Engines



Hall-Scott HSM Series
Four and Six Cylinders—50-70 H.P.—75-100 H.P.



Brickton IV, a 44' Greenport cruiser powered by a Hall-Scott HSR-4, 60-70 H.P. engine, with 2 to 1 reduction, winner of 1926 Bear Mountain and Block Island Races. Owned by Vice-Commodore A. L. Robrick, New York.



Hall-Scott HSR Series
Four and Six Cylinders—60-70 H.P.—90-100 H.P.
2 to 1 or 3 to 1 Reduction Gear



MU-I, a 47' acf standardized cruiser owned by Douglas Rigney of New York, and powered with a Hall-Scott HSR-6 90-100 H.P. engine, 3 to 1 reduction. Built by the American Car & Foundry Co., Wilmington, Del., plant.

THE leading boat builders and designers use Hall-Scott power as standard equipment because there is no other marine engine that will give equal service for high speed, medium speed or heavy duty work.



Three runabouts built by the Hutchinson Boat Works of Alexandria Bay and owned by the Dewart Brothers: Vagabond King, and Go Getter 26' powered with a Hall-Scott LM-4 125 H.P. marine engine; speed 33 m.p.h. Kewaydin, 40 feet, powered with Hall-Scott LM-6 200 H.P. marine, speed 33 m.p.h.

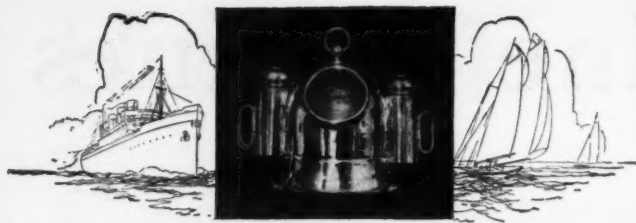
MOTOR CAR CO.

New York City, N. Y.



Sasarac, a twin screw 54 foot Great Lakes cruiser, owned by Geo. H. Townsend of New York and Greenwich, Conn., powered with a pair of Hall-Scott LM-6, Model G, 200 H.P. marine engines. Speed 25 miles per hour.

When writing to advertisers please mention *Motor Boating*, the National Magazine of Motor Boating, 119 West 40th Street, New York



The Answer to a Sailor's Prayer

FROM Singapore to Panama sailors have whiled away the weary hours each day polishing the brass and nickel aboard ship—an endless drudgery.

CRODON-plate for marine hardware now makes unnecessary this labor with its attendant expense, for CRODON never tarnishes or corrodes. It therefore never needs to be polished. An occasional wiping with a cloth to remove grease or other foreign matter is all that is required to keep the bright-work clean.

Salt air and salt water have no effect on CRODON. In fact, CRODON surfaces have withstood salt spray tests for over 400 hours without showing signs of wear or physical breakdown. This test is more severe than several years of service.

The unusual beauty of CRODON permits of no confusion with ordinary finishes. It is available either in a brilliant mirror-like surface or a soft silvery satin.

Any CRODON-plated fixture will retain its high lustre indefinitely from the time of installation without using abrasives or any polishing compounds.

A CRODON-plate will never peel and indefinitely resists atmospheric corrosion, service wear, steam, sulphur, the majority of acids, and all alkalis.

The E. J. Willis Company of 85 Chambers Street, New York, our sales representative for CRODON-plating marine hardware or fittings in New York City and vicinity will be glad to estimate the probable cost of plating the metal equipment of any boat. Inquiries from other cities should be addressed directly to the Chromium Corporation of America, 26 Broadway, New York City.

Specify CRODON for:

Ships' Bells, Binnacles, Binnacle Stands, Reverse Levers, Cleats, Engine Room Telegraphs, Chocks, Capstans, Windlass, Steering Wheels, Port Lights, Electric Fans, Search Lights and Reflectors, Plumbing Fixtures, Door Hardware, Hinges, Exposed Pipes, Rails.

CRODON

The Chrome Plate
Applied Only to Quality Products

Chromium Corporation of America, Dept. M-3
26 Broadway, New York City

Gentlemen: Please send me your booklet, "CRODON for Marine Hardware and Fittings."

Name.....

Address.....

City..... State.....

Name of Boat..... Length.....

Miles River & Wm. Bigelow Are Hosts

(Continued from page 36)

And so we found this place each year growing more and more attractive to us. We have spread the gospel among the members of the Regatta Circuit Riders' Club and from the modest beginning of three visitors from New York to help them with their Regatta in 1924, our delegation has grown until this year twelve of us made the pilgrimage to the Miles River.

The Regatta was officially opened Thursday afternoon, August 5, with a reception given by the officers and members of the Miles River Yacht Club. An auxiliary club house had been engaged down on the shore from the village and some of the boys had gone out into the woods and secured a 50-foot pine flagpole on which was displayed the American yacht ensign, the handsome burgee of the Miles River Yacht Club and the sturdy little blue and white flag of the Regatta Circuit Riders' Club. An energetic colored orchestra blared forth its best interpretation of present-day jazz music and the wives of the yacht club members worked like Trojans to prepare and serve a most delicious luncheon (including local crab meat, of course) to the members of the club and their guests. Everybody was happy, all hands absorbed plenty of food, washed down with vari-colored soda-pop and the only flaw in the whole proceeding was that some members of our party from New York had become entangled in the toils of justice due to a collision with the highway laws while hurrying from Baltimore to Annapolis, causing them to arrive on the scene a little too late to observe all of the high-lights of the reception. Later in the evening we all proceeded by car to Marengo, the beautiful home of William McPherson Bigelow, as the guests of our own Bill and his mother. Our party the first night included the following officials and others from New York; Fred R. Still, President of the American Power Boat Association, Wilbur H. Young, Morris Rosenfeld, Charles H. Hall, William M. Eldridge and the writer. We were joined on Friday by Commodore F. G. Ericson of the Toronto Motor Boat Club who presented a handsome silver trophy, known as the Canadian Cup, to the Miles River Yacht Club, to be in turn presented by the officers of that club as a prize for any event which they might see fit to select for this honor. Commodore Nicols Hardcastle later announced that it had been decided to make the Canadian Cup the chief trophy for the 725 Cubic Inch Displacement Class Race.

After breakfast Friday morning we proceeded to the Bigelow boat-house and started for St. Michaels via a Palmer powered Chesapeake log canoe. A sheet awning had been made fast to four nailed uprights on the canoe in order to shade us from the sun, but, being hardy mariners all, we disdained any such landlubberly treatment and on the following day the awning was found to have been removed. We proceeded in the general direction of St. Michaels Harbor and then ensued a heartrending search for the Race Committee boat. We had been told to look for Turbot, a 50-foot grey hull cruiser which had been offered to the Race Committee the day before. We found Turbot securely fastened to the dock in front of the Club House and then we went out into the river to make another search for the familiar R. C. flag. We finally located the cruiser Aldon, owned by Allan Davis and Donald Primrose. Aldon is a 43-foot bridge deck cruiser powered with a W. S. M. motor and designed by S. S. Rabl. She was built at Cambridge, Md. at the yard of Geo. T. Johnson & Son.

Mr. Davis and his family were entertaining guests, preparing a big dinner and looking after the crew of the 151 cubic inch hydroplane La Palina—yet they found time to extend to the Race Committee all possible assistance and courtesy throughout the entire first day's racing program.

The first day there was little or no breeze and the sailing races for the Lipton Trophy Star Class Boats, Chesapeake Sailing Canoes, Knockabouts and the Miles River Junior Sailing Scows resulted in long drawn-out drifting matches for the most part. Commodore Hardcastle had asked that our delegation of Circuit Riders assume all of the functions of the Race Committee and he stood by on the Committee Boat long enough to locate racing equipment, etc., for us, after which he left for brief intervals at a time only to return in order that he might see for himself that we were being properly taken care of. William Green and Chester Lee, members of the local Club, also attended to such details as sandwiches, ginger ale, etc., and the placing aboard of proper signalling apparatus.

After leaving the hospitable Mr. Davis and his staunch little cruiser Aldon we proceeded via log canoe to Marengo where the boys were treated to a marvelous fish dinner prepared under the direction of our hostess, Mrs. Bigelow. We

(Continued on page 74)

DUPLEX

MARINE ENGINE OIL



The Choice of both Sport and Industry

Sweepingly Approved by

COM. C. F. CHAPMAN

America's Premier Driver

COM. W. J. CONNORS

Holder of World's Speed Cruiser Record

COM. D. P. DAVIS

Owner of Miss Tampa, Champion of Florida

COM. S. B. EAGAN

Owner of Rainbow I. Vice-Com. R.C.2

COM. CARL FISHER

Owner of the World-famous Baby Shadow

COM. H. B. GREENING

Holder of World's 24-hour record

COM. E. A. JIMENIS

Owner of Cruiser Champion Kemah II

COM. GAR WOOD

Speed King of the World

Sweepingly Approved by

BUFFALO

DETROIT MARINE-AERO

DITCHBURN

GAR WOOD LIBERTY

GRAY

KERMATH

MATHEWS

MAYBACH-ZEPPELIN

NIAGARA

PEERLESS

PURDY

RICHARDSON

SCRIPPS

STERLING

WINTON

To Yachtsmen and Motor Boatmen: If there is no Duplex dealer near to serve you, avail yourself of the consulting service of the Duplex Marine Engineering Department. Tell us the engine you use (Model Number) and the specifications of your boat, and from our fund of knowledge of marine engine design and practice we will tell you exactly which grade of Duplex is correct. This service is personal and individual, and is gladly given. Then—if you wish—we will ship Duplex direct from our works to you in sealed containers.

To Marine Engine and Supply Dealers: We ship direct to the owner, of course, only where there is no Duplex dealer. If there is none in your waters, write for the Duplex merchandising program and let us do for you what we are doing for other dealers all over the North American Continent.

Makers also of Duplex Automobile Oil—the lubricant which has served Pierce-Arrow for a quarter of a century

Manufactured by

ENTERPRISE OIL COMPANY, Inc.

ESTABLISHED 1884

BUFFALO, NEW YORK

When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York



35 Feet of Compact, Well-Built, Seaworthy Cruiser \$4100

COMMODORE P. J. Downey, Jr. of the Sheepshead Bay Yacht Club is the owner of Paducah, one of the new 35-foot Johnson built Sea Boats. These cruisers have trim, clean lines, excellent fittings and unsurpassed performing qualities. The cabin is divided into 2 compartments with sleeping berths for five passengers. There is a good toilet and lavatory aboard; the galley contains a large sink, stove and ice box. Each boat is completely equipped, has electric lights throughout and a Kermath 50 H.P. dual ignition Kermath Marine Motor gives a speed of 12½ miles per hour. We honestly believe there is nothing finer built for the money than these Johnson Sea boats at their price. Write now for Florida and Southern deliveries.

Powered with the 65 horse power six cylinder Kermath and having a speed of 14 to 15 miles per hour, price complete—
Salt water equipped

\$4500

The Every Day Cruiser is a 28-foot cabin cruiser powered with a 20 horse power Kermath having a speed of 10 miles per hour. Salt water equipped and ready to run

\$2800

JOHNSON BOAT WORKS
BERGEN BEACH BROOKLYN, N. Y.

Miles River & Wm. Bigelow Are Hosts

(Continued from page 72)

were joined that evening by Commodore Ericson who had driven down from Baltimore by way of Annapolis and Claibourne. The Circuit Riders were initiated into the gustatory delights of Chesapeake Rock Bass, Hard Head, Sea Trout and Blue Fish. The sumptuous meal disposed of, the Marengo house guests were hardly able to propel themselves to the spacious porches of the Bigelow home where they sank into the large comfortable rockers and easy chairs, too exhausted and heavily laden to make the attempt to proceed to the Miles River Yacht Club's reception (second edition) at St. Michaels that evening.

With all due ceremony the large R. C. flag had been hauled to the top of the steel flagpole on the front lawn of Marengo Thursday afternoon. Mrs. Bigelow and Miss Mary Bigelow handled the halliards while Bill Bigelow, Fred Still, Wilbur Young and ye scribe helped officiate. Thereafter the beautiful R. C. emblem was hoisted each morning and lowered each evening of our stay.

On Saturday morning we again proceeded via Chesapeake canoe to the cruising House-Boat Alhambra III owned by Past-Commodore Christian Grecht of the Maryland Yacht Club. Alhambra III was built by W. A. Lowery at Magothy, Md. and is powered with a Palmer Z. R. 4 motor.

The local Committee of the Miles River Yacht Club had accepted Commodore Grecht's invitation to use his boat as Race Committee headquarters for that day and the entire upper deck was given over to us for our work. Commodore and Mrs. Grecht were untiring in their hospitality and as a partial reward Commodore Grecht was invited to ride in Palm Beach Days for the final event on the program—a Handicap Runabout Race. He received the thrill of his life for Palm Beach Days had to allow Moonshine, a clinker built open boat, powered with a 50 h. p. Kermath motor, 12 minutes and 42 seconds over the five mile course. Helmsman Bigelow therefore had to extend Palm Beach Days a little bit in order to catch Moonshine as the latter boat had completed one and one-half laps before Palm Beach Days' time limit had expired. In fact Moonshine had rounded the lower turn and was within 100 feet of the finish line when Palm Beach Days just nosed by. A stiff wind storm had arisen just after this race was started and was accompanied by lowering skies, much thunder and lightning in the distance and a few drops of rain, but the racing boats stuck it out and finished, after which the Committee Boat weighed anchor and proceeded into the harbor of St. Michaels to discharge its passengers.

On Saturday evening the Miles River Yacht Club staged a dance in the local moving picture theatre and also presented the prizes to the owners of the winning boats. The presentation speech was made by President F. R. Still of the American Power Boat Association, and Vice-Commodore William McP. Bigelow, acting as Chairman of the affair, called on each of the Circuit Riders present for a brief talk. The boys all acquitted themselves nobly, particularly our own Rosie whose speech consisted of only a mumbled telephone number.

The Regatta Committee was in charge of Morton B. Stelle, Chairman, and other members of this Committee who rendered valuable aid were P. C. Chambliss, John P. Cosden, H. W. Dawson, William M. Eldridge, F. G. Ericson, William H. Green, Charles H. Hall, Ira Hand, W. C. Mills, Morris Rosenfeld, Norman M. Shannahan and Wilbur H. Young. The Race Committee consisted of John P. Cosden, Chairman, William H. Green, Ira Hand, E. G. Kastenhuber, Jr., J. H. C. Kemp and Wilbur H. Young, and last, but by no means least, the hard-working, attentive and most hospitable Nicols Hardcastle, Commodore of the Miles River Yacht Club.

A schedule of events, with distances, times and finishes will be found below:

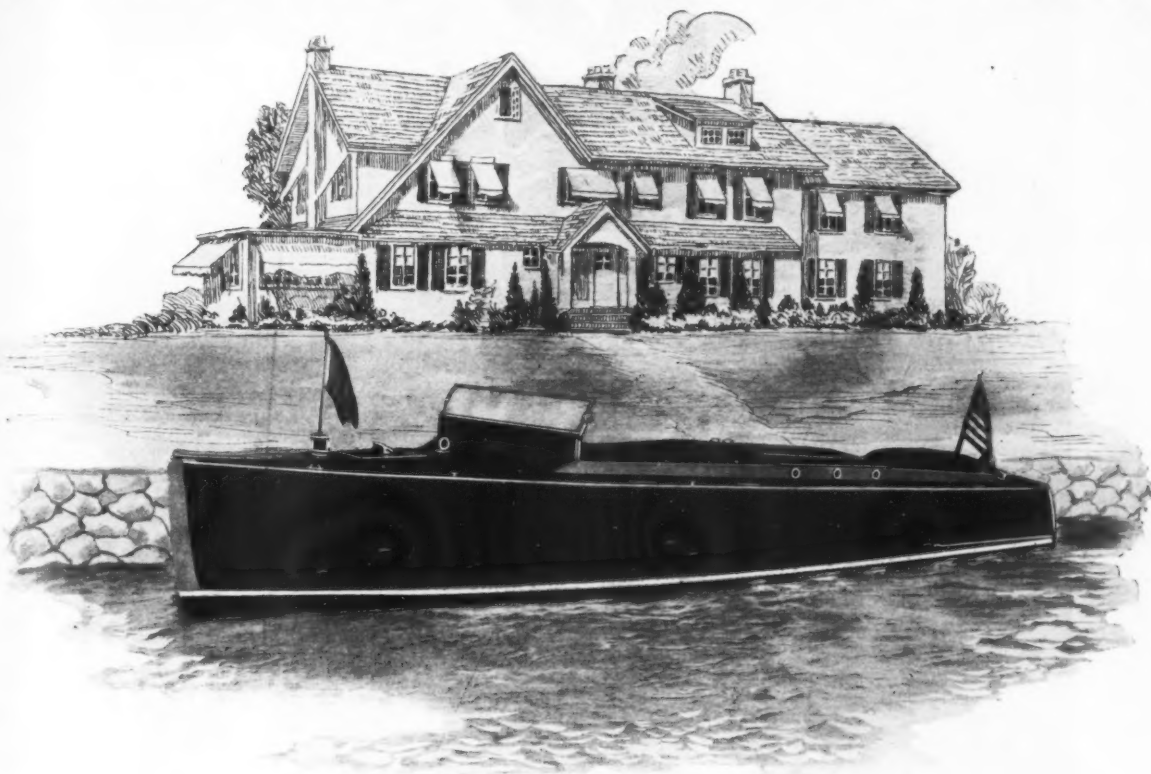
Summary of Events

151 CLASS HYDROPLANES

First Heat—5 miles			
Boat	Owner	1st lap	Elapsed
Lady Baltimore II	A. H. Gross	5:15	10:03
Miss Chandler	E. H. Chandler	5:41	11:59
LaPalina	A. C. Dairs	7:22	16:17
Miss MuMu	A. J. Grimes, Jr.	8:16	D-N-F
Second Heat—5 miles			
LaPalina	A. C. Davis	4:59	9:53
Miss Chandler	E. H. Chandler	5:18	10:32
Lady Baltimore II	A. R. Gross	5:19	10:44
Baby Star	J. C. Riley	5:37	11:00

(Continued on page 78)

ALL OUTDOORS AWAITS YOU WITH A CHRIS-CRAFT



For Brilliant Performance, for Greater Speed, for Real Value — Chris-Craft

Chris-Craft for The Florida Season

Orders for delivery on specified dates are now being taken for the Florida season. Deliveries from stock can be made on Chris-Craft 26-foot runabouts powered with the 150-horsepower Kermath Marine Motor. Guaranteed speeds of 38 to 40 miles per hour go with every boat

THE New Chris-Craft is a forty-mile-an-hour runabout. Powered with the scientifically designed valve-in-head, dual carbureted 150-horsepower six-cylinder Kermath Marine Motor, this 26-foot mahogany runabout is swift with a responsive power that yearns for action. Vibration is minimized, noise eliminated, and Chris-Craft gives to boating a new quality of luxuriousness. Safe, staunch and easily handled, Chris-Craft affords the family a delightful means of water travel. Swift, powerful, this handsome boat will leap to do your bidding with an enthusiasm that will thrill you through and through.

Chris Smith & Sons Boat Co.

ALGONAC, MICHIGAN

\$3500 F.O.B. Algonac

When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York

Universal
adds

SUPER-FOUR

"the new thrill"
in boating"



UNIVERSAL announces startling new results in marine motor compactness, light weight, great power and great speed.

Designed and built in 1924, Universal SUPER-FOUR has been held from general sale during almost two years of testing and refinement.

The finished product, in regular production today, is unquestionably revolutionizing all previous conceptions of performance and price in this class. SUPER-FOUR is a fitting big brother to Universal Flexifour, for many years the acknowledged world's standard for boats under 30 feet.

Built in Three Models

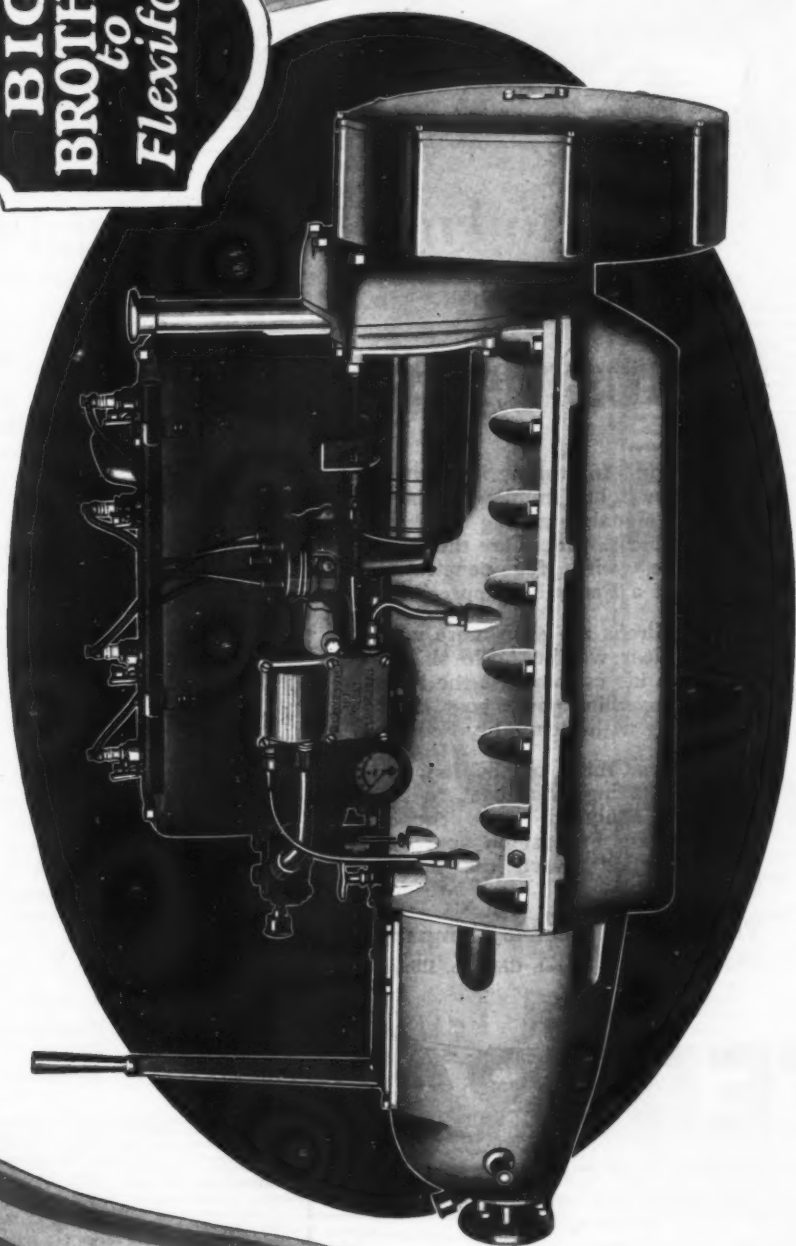
Model GLS—15-30 H. P., Medium speed type, complete with reverse gear and electric starting, lighting and ignition system, less battery. Weight 425 lbs. Price \$545.

Model GLR—50 H. P., Special Racing Motor for 131 Class. Weight 300 lbs. Price \$625.00.

NOTE—Model GLS and Model GLH have been built for the 1926 season. The new 1926 model is now being built.

The whole gear story is told in our complete specifications and list of extraordinary features. Write for it at once, stating model in which you are most interested, and size and type of your boat.

**BIG
BROTHER
to
Flexifour**



Universal SUPER-FOUR

The whole boat story has been written with complete specifications and list of extraordinary features. Write for it at once, stating model in which you are most interested, and size and type of your boat.

UNIVERSAL MOTOR CO., 40 Ceape St., Oshkosh, Wisconsin

Manufacturers also of world famous 10-15 H.P. Universal Flexifour, Marine Motor, Universal Electric Fans, Industrial Engines, and Centrifugal Pumping Sets.



It Cuts Fog

Black night—fog rolling in, blotting out harbor lights, muffling ordinary warning signals, making headway risky business. These are the times when the weird, fog penetrating scream of a Federal is appreciated.

Federal Sirens are even more valuable in clear weather. No skipper will drive his craft across the bows of an approaching power boat, clearing its way with the mighty Federal.

In addition, think of the fun and *pride* in having your boat so distinctively equipped. The coupon brings you a Federal on approval. Install it and watch the harbor watch you.

The Federal Electric Company
8700 South State Street, Chicago, Illinois

FEDERAL

FEDERAL ELECTRIC COMPANY,
8700 S. State St., Chicago, Ill.

Send Type "A" FEDERAL SIREN, \$40.00 complete, for volts, and if not pleased I will return it prepaid for credit.

Name

Address

City State
(MB-9)

Miles River & Wm. Bigelow Are Hosts

(Continued from page 74)

Third Heat—5 miles

		1st Lap	El. Time
LaPalina	A. C. Davis	4:54	9:40
Lady Baltimore II	A. R. Gross	5:09	10:05
Baby Star	J. C. Riley	5:31	10:57

Ladies' Race—2½ Miles

Lady Baltimore II	A. C. Davis	—	4:59
Miss Chandler	E. H. Chandler	—	5:10
Baby Star	J. C. Riley	—	5:21

610 Class—Displacement Boats—5 Miles

Moonshine	10:21	20:35
-----------	-------	-------

725 Class Displacement Boats—5 Miles

Palm Beach Days	Wagg & Bigelow	3:43	7:39
-----------------	----------------	------	------

Miles River Trophy—Free For All

First Heat—10 Miles

	1st Lap	2nd Lap	3rd Lap	El. Time
Palm Beach Days	6:41	10:36	14:52	19:59

Second Heat—10 Miles

Palm Beach Days	3:58	8:13	12:29	16:42
-----------------	------	------	-------	-------

Third Heat—10 Miles

Palm Beach Days	3:53	8:07	12:22	16:30
-----------------	------	------	-------	-------

Speed Boat Handicap—5 Miles

	Allowance	1st Lap	El. Time
Palm Beach Days	0	3:47	7:55
Moonshine	12:42	10:13	20:40

Chance One Design Runabouts—5 Miles

Marion	V. S. Dunning	7:32	14:56
Frances	J. R. Sherwood	7:35	15:00

Cruisers—First Heat—5 Miles

Boat	Owner	1st Lap	El. Time
Adolar	Hollenback & Barth	9:36	18:50
Kawa	G. W. Brogan	9:46	19:00
Quirl	C. Mayer	10:46	20:04
Turbot	J. C. Patterson	13:11	26:26
Langdon M.	Manly & Ziegler	13:41	27:27
Milmah	G. F. Hamlin	14:07	28:03
Isabel	W. V. Masson	15:01	29:44
Virginia III	R. M. Thompson	15:15	30:10
Peggy	S. W. Whan	15:47	31:10
Trinitaria	W. M. Francis	16:41	33:41
Viking	C. C. Smith	17:17	34:05
Intrepid	Elisha Webb, Jr.	20:19	40:02
Vamp	E. T. Keyser	21:56	D-N-F

All started together: Adolar, Kawa and Quirl rate as speed cruisers on their elapsed time.

Second Heat—5 Miles

Adolar	Hollenback & Barth	9:20	18:11
Vagabond	C. Simmons	10:01	21:10
Turbot	J. C. Patterson	13:12	26:40
Virginia III	R. M. Thompson	15:29	31:03
Viking	C. C. Smith	17:01	34:56
Quirl	C. Mayer	18:34	28:46

Handicap Cruiser Race

Boat	Owner	El. Time	Cor. Time
Adolar	Hollenback & Barth	16:01	26:01*
Kawa	G. W. Brogan	18:53	18:43
Quirl	C. Mayer	19:42	18:28
Turbot	J. C. Patterson	26:29	18:53
Milmah	G. F. Hamlin	27:58	18:45
Langdon M	Manly & Ziegler	28:03	19:26
Isabel	W. V. Masson	29:34	18:40
Peggy	S. W. Whan	30:55	18:35
Virginia III	R. W. Thompson	31:07	18:54
Trinitaria	W. M. Francis	32:05	27:14*
Viking	C. C. Smith	33:31	18:16
Intrepid	C. Webb, Jr.	40:01	18:49

*Penalized for exceeding allowed time

Motor Work Boats—7 h.p. and Under 5 Miles

		First Lap	El. Time
Miss Cambridge	J. Z. Tyler	11:26	22:30
Isabel	W. V. Masson	—	15:15

Chance Race—2½ Miles

Elapsed Time

ALLEN'S HARBOR

CAPE COD

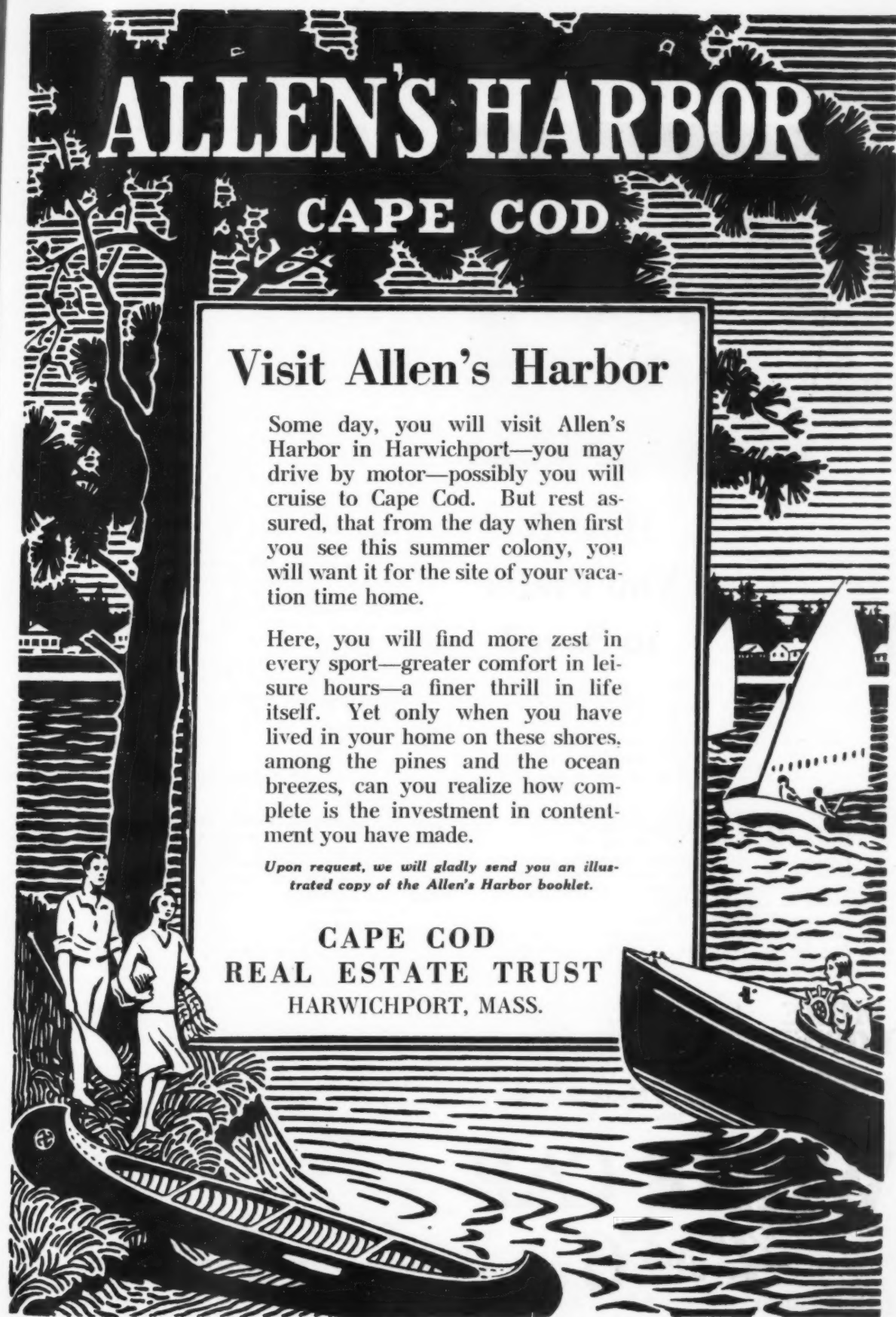
Visit Allen's Harbor

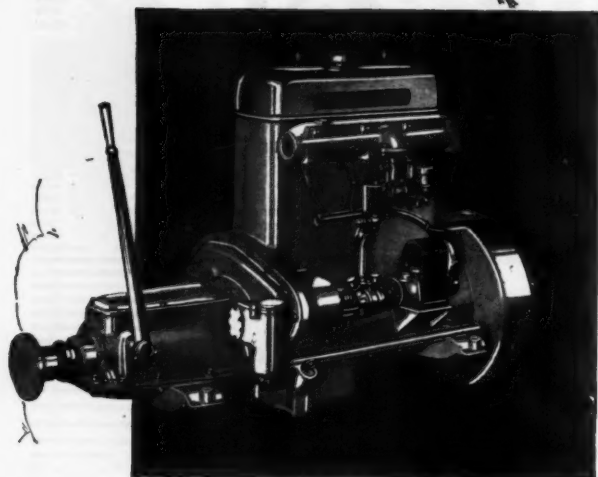
Some day, you will visit Allen's Harbor in Harwichport—you may drive by motor—possibly you will cruise to Cape Cod. But rest assured, that from the day when first you see this summer colony, you will want it for the site of your vacation time home.

Here, you will find more zest in every sport—greater comfort in leisure hours—a finer thrill in life itself. Yet only when you have lived in your home on these shores, among the pines and the ocean breezes, can you realize how complete is the investment in contentment you have made.

Upon request, we will gladly send you an illustrated copy of the Allen's Harbor booklet.

CAPE COD
REAL ESTATE TRUST
HARWICHPORT, MASS.





How Do You Prefer to Save?

Even in first cost, where saving begins and ends in the minds of many, White Cap offers more for the money. Large production, concentrated on three motors, with Wisconsin's highly-developed shop methods, makes possible a really sensational price range.

White Cap's "More Power per Cubic Inch" (a proved fact, not a pencil-and-paper theory), brings more economies in fuel and oil.

Finally, Wisconsin's precision standards guarantee to every White Cap owner many seasons of uninterrupted, trouble-free motor boating—instead of motor tinkering.

No matter what type of saving means most to you, White Cap offers it in generous measure. And with it, remember, a dashing, sparkling performance that will make your boat the talk of the fleet.

**MORE
POWER**



Write for facts and figures mentioning size and type of your boat. **BOAT BUILDERS:** Find out how well it pays to standardize on White Caps. Write—

Wisconsin Motor Mfg. Co.
Milwaukee, Wis.

WHITE CAP

"4" and "6"

Edamena IV, the Finest

(Continued from page 23)

surroundings while seated. Below the dining room are large storage spaces for steward's supplies, as well as a Lux fire prevention system. An Arcola heater furnishes heat throughout the boat for cruising in the fall and winter.

Next aft comes the engine room, which is entered through watertight steel doors. The equipment here is most modern, and the main power plant comprises two model R, 300 h.p. Speedway gasoline engines. A 7½ k.w. Winton generating plant, with a 100 cell Edison battery furnishes electric power for lighting and all auxiliaries. She is equipped with a sewage tank with an automatic pump, AMF bilge pumps, and salt water pumps, as well as numerous other pumps for various purposes. A Hyde electric windlass, the two-horse power type, takes care of the anchor gear, while a ¼ h.p. American Engineering capstan amidships is used for the boat hoists. The boat carries 2,000 gallons of gasoline, and 1,400 gallons of water, which gives her a cruising radius of 600 miles. The maximum speed of 18 miles was obtained at 1,200 revolutions of the engines, while at 1,000 revolutions she maintains a comfortable cruising speed of 16 miles.

Directly aft of the motor room is the owner's quarters, consisting of two single guest's staterooms with bath, and a double owner's stateroom with a bath connected. The owner's room is particularly a thing of beauty, being fitted out in full Colonial fashion, with two single carved four poster beds, Colonial bureau, night tables, and dressing table. At the after end of the owner's quarters is a commodious lounge finished entirely in brown mahogany, and equipped with two sofas, desk, radiola, bookcases, etc. The finish of the owner's stateroom is old ivory with brown mahogany furniture and trimmings. The two bathrooms are finished entirely in white enamel, with vitreous china fixtures and Flushometer closets, discharging to the sewage tank. There is entrance to the owner's quarters from the starboard side in the lobby, and an entrance from the lounge to the after cockpit, which is sheltered by a permanent top windshield and roller side curtains.

The boat is steered from the bridge shelter, which is located just forward of the stack. This shelter affords unusual vision at all angles, and is equipped with telegraph controls to the engine room, chart case, flag locker, Carlisle-Finch searchlight.

Aft of the stack is an open deck lounge fitted with a deck seat, and wicker chairs. The boats are carried just aft of the lounge deck, and consist of a 17 foot, 20 m.p.h. owner's launch, and a 12-foot dinghy. The owner's launch is of the sedan type, and is powered with an F-4, 50 h.p. Scripps motor.

Crodon Plating

Manufacturers of metal products have followed with interest the rapid development of chromium plating during the past few years. Chromium has peculiar properties, particularly its hardness and ability to resist tarnish, and on this account it is predicted that it will soon become the standard finish for many metal products. A new corporation, The Chromium Corporation of America has been formed, to take over the earlier companies, and will also assume control over the patents governing these processes. In addition licensed agreements have been affected by manufacturers who will use Chromium plating in large volume, will be enabled to apply it in their own plants. Since its introduction, Crodon has developed to such an extent, where the two plants in New York and Waterbury, have found it necessary to work on a two and three shift basis, to meet the demands of the public. The E. J. Willis Company, who have taken over the agency for Crodon plating, have found that yachtsmen generally are delighted with this new finish, and the work which is coming through this establishment has kept the New York Plating shops working nights for a long time.

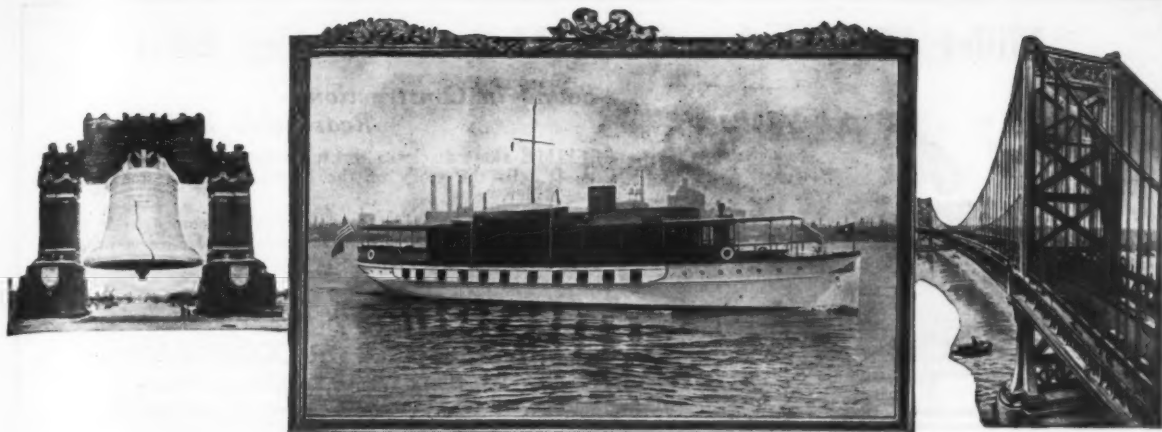
Bayside Boats Beat Fog

(Continued from page 30)

is gas aboard, and that it is a race, tempts every skipper to start the old kicker even when there is wind enough to fill the sails.

Because of this, and because—as every skipper knows—you can get more out of your boat when sailing on the wind with the motor going, the general rule is to keep the motor running as much as possible with the gas allowance.

(Continued on page 108)



Three Outstanding Events

This year, in commemoration of 150 years of independence, the mammoth Sesqui-Centennial Exposition is being held in Philadelphia, the "Cradle of Liberty."

This year also marks the completion of the great Delaware River Bridge, the largest suspension span in the world, which opens a new means of intercourse between Pennsylvania and New Jersey.

Recently there was launched from the Mathis Yards a notable new 104-foot cruiser houseboat, designed and built by us for Mr. A. J. Fay of Lowell, Mass., for whom we created the 85-foot Zenithia in 1924.

Completed only a short distance from the Sesqui-Centennial and launched almost within the shadow of the new bridge, what name could be more appropriate for this new houseboat than "Freedom"?

For it marks a new departure in houseboat building, embodying many new features which will set the standard for houseboats of 1927, among which is the new-type full-deck stern.

FREEDOM

Length - - - 104 ft.
Beam - - - 19 ft.
Speed - - - 15 miles

Powered with
Winton Motors

Note the new-type
full-deck stern.

Once more in the "Freedom," the Mathis Yards have demonstrated why men who know return again and again to have their new houseboats Mathis-designed and Mathis-built.

When you come to the Sesqui-Centennial this year, you can, in 15 minutes, cross the new bridge and see these 1927 features in the new class of 93-foot houseboats now under construction.



Mathis Yacht Building Co.

Houseboats and Cruisers

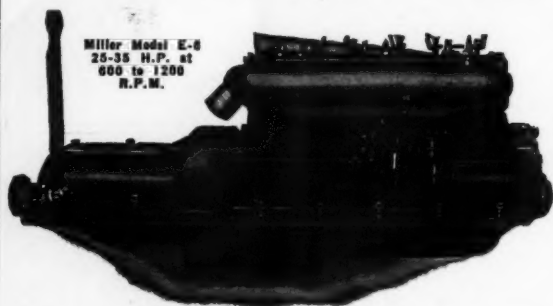
65 to 120 feet

Cooper's Point

Camden, N. J.

When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York

Miller Motors Are Good Motors for Any Boat



Sound in Construction—

Reasonable in Price

TIME alone discloses the full value of the Miller motor. It tells the story of the inherent lasting qualities of the Miller.

There are eleven Miller models ranging from 4 to 50 H.P. You owe it to yourself to investigate the Miller, a product of twenty years' experience in building marine engines of the better class.

Write today for catalog.

MILLERS MOTOR CORPORATION

2333 North Talman St., Chicago, Illinois

CUTHBERT BOATS

ESTABLISHED 1858

20 and 30 Foot Yachts

28, 34, 38 and 40 Foot
Cabin Cruisers

Amazing Prices

**Wonderful Value in
38-Foot Cruising
House Boat**



**Have Given Satisfaction to
Customers for 68 Years**

After cruising a thousand miles from our plant to Long Island (Great South Bay), the owner writes: "We had a wonderful cruise."

**The A. G. Cuthbert
Company
Sandusky, Ohio**



T. & B. Type

**PETERBOROUGH
CANOE CO.,
Peterborough, Ont.**

Combination Post
Light flag pole sock-
et and towing post
for class one boats.



Body in one piece
casting and highly
polished.

We save you
money. Write for
catalog showing
prices and be con-
vinced.

We specialize in
repairing propellers.



B. & B. Type

**E. J. WILLIS CO.,
55 Chambers Street,
New York City**

BRYANT & BERRY PROPELLERS

1202 Lillibridge Street
Detroit, Mich.

RAJAH SPARK PLUGS

RAJAH Plugs have been favorites with boat owners for more than twenty years because no other plug can stand up under the full load of a marine engine with reliability equal to Rajah. The heavy fuel charges quickly short-circuit a poorly designed spark plug, resulting in waste of fuel and loss of power.

For unprotected engines and outboard motors use the Rajah Waterproof Type Spark Plug—the only successful waterproof plug ever designed. For cruisers and protected engines, there is nothing better than the Standard Rajah Spark Plug.

Rajah plugs are made in all types and threads to fit every make of engine. If your dealer does not carry in stock the Particular type you want, order direct from us.

Rajah Spark Plugs are used by famous boat and automobile racing drivers.

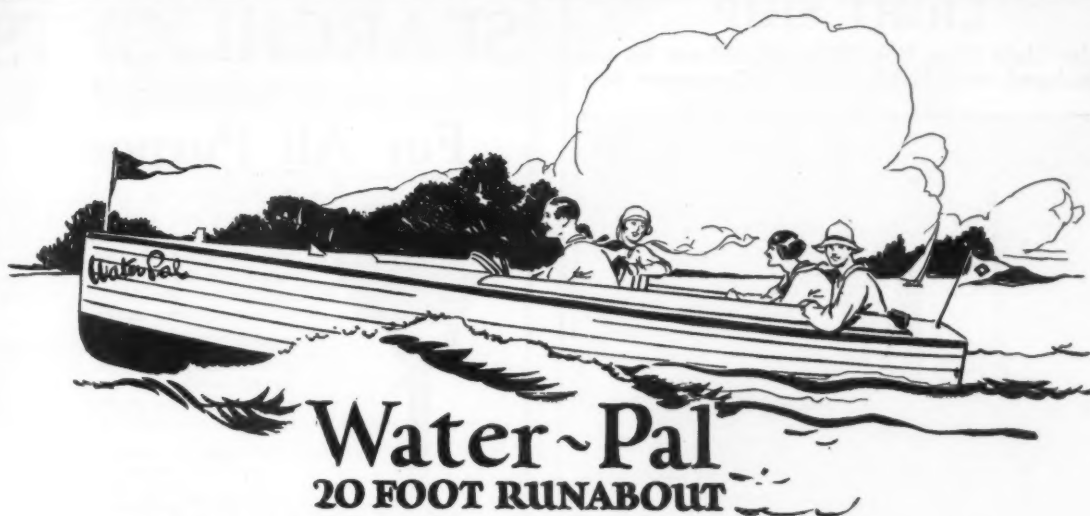
RAJAH AUTO SUPPLY CO., BLOOMFIELD, N. J., U. S. A.
MARINE DISTRIBUTORS OF RAJAH SPARK PLUGS AND TERMINALS

Geo. M. Aiken & Co., New York
E. J. Willis Co., New York
R. W. Zundel Co., New York
O. C. & K. R. Wilson, New York

Chandler & Farquhar, Boston
Rapp-Huckins Co., Boston
Geo. B. Carpenter & Co., Chicago
Henry H. Smith & Co., Detroit

Marine Equipment & Supply Co., Phila.
Gas Engine & Boat Corp., Norfolk, Va.
D. M. Jones, Elizabeth City, N. C.

IF BUILT BY SOUND—IT'S SOUND



Nature Gives Us the Waterways, "Sound" the Pleasure Craft to Sail Them

In the construction of this runabout, every detail has been given careful consideration, and through standardization and its low cost of operation, "Water Pal" provides an exceptionally unusual value. The distinctiveness of "Water Pal" has been attained by adhering to the "Sound" Ideal which characterizes the "Built by Sound" quality, workmanship and performance.

SOUND MARINE AND MACHINE CORPORATION
MAMARONECK, NEW YORK

NEW YORK CITY OFFICE: Suite 1608, 15 William Street, E. L. HOCKING, Sales Manager

In the New and Completely Equipped "INTERNATIONAL 32"

The International Organization has taken a giant step forward in the creation of sensational value.

The 1926 model equipped with glass windshield is the best boat ever offered by this company. And remember that, for several years the "International 32" has enjoyed a justly earned reputation as the soundest dollar-for-dollar buy on the market.

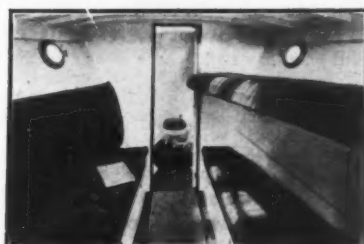
Compare it with competitive boats at near its price, then with boats that sell for several hundred dollars more. Compare it for beauty, comfort, roominess and for refinements.



A demonstration will place you under no obligation; take one soon. Immediate delivery if your order is given now. Price complete with 6 cyl. Continental Van Blerck Engine, \$1700.

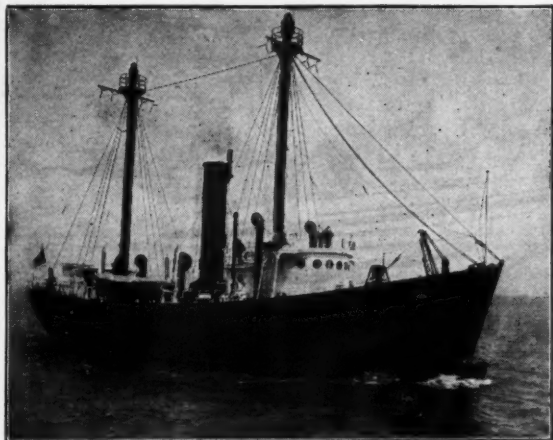
INTERNATIONAL
SHIPBUILDING AND MARINE ENGINEERING
CORPORATION
NYACK, NEW YORK, U.S.A.

Distributors for Metropolitan Territory and Northern New York
V. E. Havers P. O. Box 492 Hackensack, N. J.
Demonstrations can be arranged for



CAPE LOOKOUT SHOALS LIGHT SHIP

Also Light Ships Nos. 72, 80, 81, 105 and 107 are
Equipped with HILL-DIESEL Generator Sets



SMALL DIESELS FOR PROPULSION—4 HORSEPOWER UP

HILL - DIESEL ENGINE CO.
LANSING, MICHIGAN

Cable Address: BEMCO

NEW YORK: 51 East 42nd St. BOSTON: 88 Broad St.
PORTLAND, ORE.: Feenaughty Machinery Co.
SEATTLE, WASH.: Feenaughty Machinery Co.
LOS ANGELES: Emil Aarup, 5111 So. Main St.
TACOMA: A. M. Hunt & Son

CARLISLE & FINCH SEARCHLIGHTS

Arc or Incandescent

For All Purposes



So superior in efficiency, construction and quality are Carlisle & Finch Searchlights that they are specified by leading naval architects and used by the more prominent boat builders in preference to other makes.

Carlisle & Finch Searchlights have stood the test of many years' service on every type of craft and have proved to be the most satisfactory in every way.

All parts are made in the most substantial manner of the best and non-corrosive materials. The fittings are bronze. The projector is available with many different types of standards, with and without cabin control.

SPECIAL GLASS MIRROR REFLECTOR

Size: 7" to 60" in diameter.

6, 12, 32 Volt Incandescent Searchlights
110 Volt Arc or Incandescent Searchlights

Illustrated literature sent promptly upon request.

THE CARLISLE & FINCH CO.

261 East Clifton Ave.

Cincinnati, Ohio

TOPPING BROTHERS

159 VARICK STREET

NEW YORK

Specialists in Better

**MARINE HARDWARE
and FITTINGS**



TOPPING SPECIAL CLOSET

FOR cruisers and where space is limited. Above or below waterline. Non-absorbent, vitreous china bowl. Metal parts of brass, oak finished seat with nicked hinges; $\frac{3}{4}$ inch supply; $1\frac{1}{2}$ inch outlet. DIMENSIONS: Width, 17 $\frac{1}{2}$ inches; Top of Bowl, 11 inches; Back to Front, 17 inches; Height, 13 $\frac{1}{2}$ inches; Top of Seat, 13 inches. Weight, 36 pounds.

List Closet - - - \$32.00

With two seacocks - \$38.00

Discount to Boat Builders

Send today for Catalog of Boat Hardware

DACHEL-CARTER STANDARD CRUISER

Immediate Delivery



Dartnell, a standardized 45' Dachel-Carter bridge deck cruiser won the cruiser race from Chicago to Sturgeon Bay, July 25th.

THE Dachel-Carter 45-foot cruiser is different in design and has many unusual features not found on other standardized bridge deck cruisers. The bridge is semi-enclosed with standing canopy roof and glass front with side extensions, side and rear curtains. It gives access to both cabins without leaving shelter in bad weather, and is roomy enough for all the guests to come on deck.

The forward cabin has four berths, plenty of shelf and drawer room, two wardrobe lockers, and adjoining toilet room. The after cabin, or owner's stateroom, has two large spring beds with drawers under, bureau and separate toilet room. The galley, fully equipped, extends full width of the boat, between the bridge and forward cabin. An extra berth to accommodate a paid hand is in the engine room.

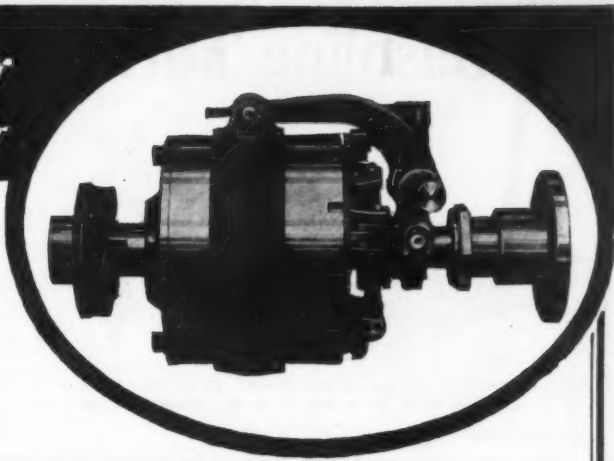
THREE BOATS NOW BUILDING FOR FLORIDA DELIVERY

Write today for further details and price
or let us quote on your special work

DACHEL-CARTER COMPANY, Inc.
Benton Harbor, Mich.

A Reverse Gear that is distinctly Superior

The **LIGHT** MARINE REVERSE GEAR



In this day of keen competition, why not give your Sales Department the best and biggest selling aid available?

Let them say:

"LIGHT REVERSE GEARS STANDARD EQUIPMENT"

There are fourteen good reasons why.

We invite your investigation.

A LEADER IN QUALITY AND PERFORMANCE

LIGHT MANUFACTURING &
POTTSTOWN FOUNDRY COMPANY
PENNA.

Established 1894

PEERLESS MARINE ENGINES

4 and 6 cyl. models
50 H.P. to 175 H.P.

Medium Duty

Semi High Speed

Send for Catalog and Price List Today

Peerless Marine Motor Company

2160 Niagara Street

Buffalo, N. Y.



ZUNDEL BOAT SUPPLIES



Blood Universal Joints
\$9.90 for all sizes up to
and including 1 3/4".
Sent postpaid upon
receipt of price.

GET your marine supplies from Zundel and save money. Boat owners and builders will find our stock is most complete, the prices right and the service prompt. Whether you need a pint of paint, a storage battery, galley stove or plumbing fixture, it will pay you to buy from us.

Send today for illustrated catalog and price list



Schwarze
Electric Marine
Horn
Price, \$8.50
Polished Brass
Height, 10 in.

R. W. ZUNDEL CO., INC., 1 Block from South Ferry
47 Whitehall Street—2 Front Street—New York, N. Y.

3 Racy Racine Runabouts



You can't go wrong on any of them. The "Coast Guard," "Competitive" and the "Viking Express," shown here, are all built for speed, easy control, comfortable riding and dependable service.

Racine's Runabouts are beautifully proportioned and appointed and come all equipped. The first cost is the only cost. Made in three sizes, 19, 22 1/2 and 25 feet, and one design. Sharp-nosed; concave-bottoms; high-power Scripps motor. You'll like them. Tell us the size you're interested in and we will send blue print and specifications. Immediate delivery possible.

RACINE BOAT COMPANY
1809 Holborn Street, Racine, Wis.



IN the development of Saftiboat we have kept the matters of convenience, safety and economy paramount. You can tour wherever there is water, at motor car speed, on motor car fuel consumption, and purchase your boat at motor car price. A 40-mile-an-hour Saftiboat goes ten miles per gallon of gas, carrying five passengers.

BROWNBACK MOTOR LABORATORIES, Inc.
NORRISTOWN, PA.

Gasoline Turbine Type Power Plant



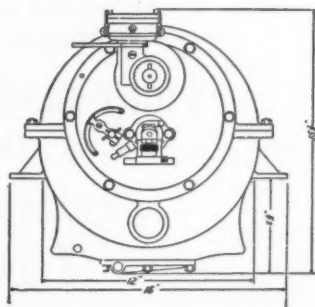
Model "D" Marine Turbine Motor. 20 H. P. Speed range 300 R. P. M. to 5000 R. P. M. Weight 125 lbs.

THE Turbine Type Marine Motor has all of the characteristics of the turbine engine principle, but does not use blades. In principle and design it differs distinctly from any type of gasoline engine heretofore constructed. Its weight is less than one-half that of the reciprocating motor of the same power. In actual operation the Turbine Type Marine Motor has proven to be more economical, both in fuel and oil consumption than any reciprocating engine of equal power.

There are only about twenty essential parts used in the construction of this motor. No crankshaft, no poppet valves or reciprocating parts are used, consequently there are no reversal strains, impact shocks or alternating stresses to cause either wear or vibration. The chambers and reaction members in the Turbine Type Marine Motor are strictly rotating elements around different centers. These rotating parts are so accurately designed that perfect balance is secured in all positions and at all speeds. The result is a perfectly smooth, even rotary movement without any vibration. So smooth is its operation that it is hard to judge when the motor is running. Its installation requires no more than one-quarter the space taken up by the old type of reciprocating engine.

Further details sent upon request
AMERICAN GAS TURBINE CORP.
1926 BROADWAY, NEW YORK, N. Y.

Phone: Trafalgar 3846



Duke of York Trophy, 1½ Liter Boats Have HARRY MILLER MARINE ENGINES



One of the three North American challengers in the Duke of York Trophy Race for 1½ liter boats. The American entries, powered with Harry A. Miller, 8-cylinder, 150 H.P. engines, were the fastest boats on the course, averaging about 47 miles per hour.

Model	Number Cylinders	Bore	Stroke	Displacement	Power	R.P.M.	Price
91	8	2.187	3	90.2	150	6500	\$6000
215	8	2.922	4	214.6	190	4500	\$6000
310	8	3.406	4.250	309.8	200	3500	\$3000
620	16	3.406	4.250	619.6	425	3500	\$7500

Prices include Reverse Gear and Starter
Superchargers included on 91 and 215 Engines

Write for further particulars

HARRY A. MILLER, Inc., Los Angeles, Calif.
2652 LONG BEACH AVENUE

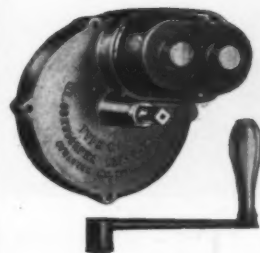
Oberdorfer Pumps

Regatta Days

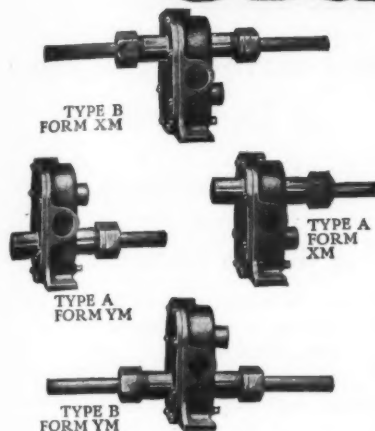
IN the race or not, your boat will run better if it is equipped with Oberdorfer Pumps. For water and oil circulation. Bilge pumps for dock, yacht club and boat use.

Write for Bulletin "D"

M. L. Oberdorfer Brass Co.
Syracuse, N. Y.



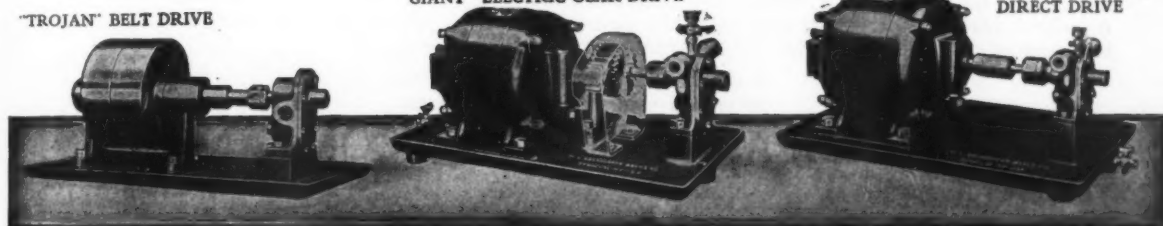
HAND BILGE PUMP



"TROJAN" BELT DRIVE

"GIANT" ELECTRIC GEAR DRIVE

"JUNIOR" ELECTRIC DIRECT DRIVE



CROSS BALL-BEARING REVERSE GEAR

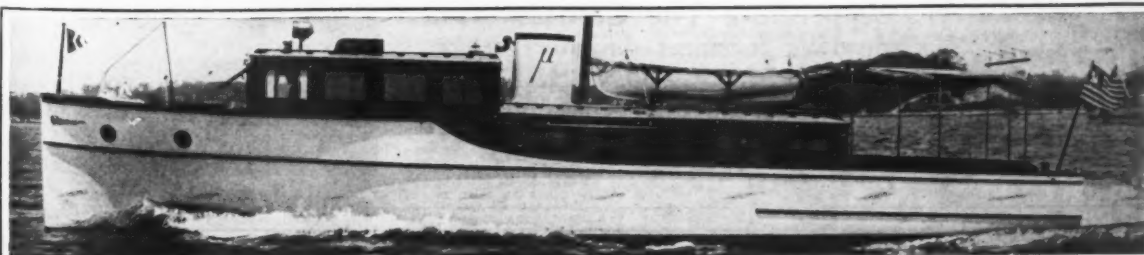
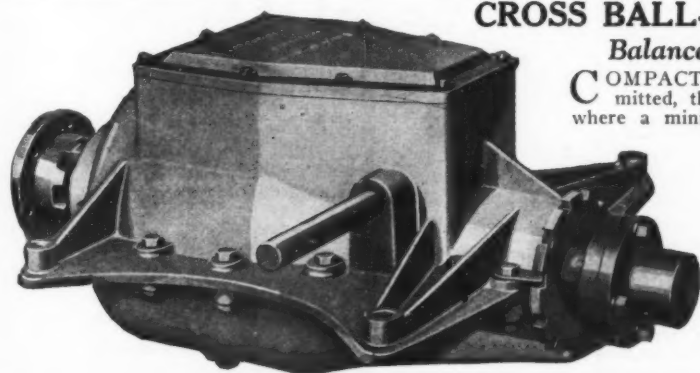
Balanced—Vibrationless—Super-Efficient

COMPACT and short in length for the H.P. to be transmitted, the Cross Reverse Gear can be installed in boats where a minimum of space is available—particularly is this true where the design calls for a forward cockpit. A decided advantage over heavier and bulkier gears.

Oil tight aluminum housing—ball-bearing job throughout—a velvety clutch—gears run in oil—a total absence of propeller drag—85% of motor speed in reverse—built as accurately as a watch and as husky as a bulldog—jig built with interchangeable parts—easily accessible.

Write for further details and prices.

CROSS GEAR & ENGINE CO.
3260 Bellevue Ave., DETROIT, MICHIGAN

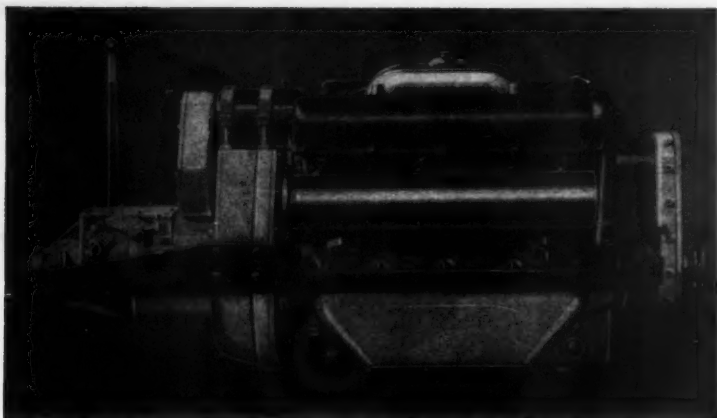


a.c.f.

LUXURY CRUISERS ON AN ECONOMY BASIS

There is a new blend of smartness and roominess in the 47-foot class. Only a. c. f. talent and resources make it possible. 100 h. p. Hall-Scott action, smoothness and reliability. Never before such dash, comfort, economy and surety. Delivered absolutely complete. Backed by highest responsibility.

S. CLYDE KYLE, 100 EAST 42ND STREET, NEW YORK



CROSS-KYSOR Super-Marine Engine 220 Horse Power The Foremost Engine of Its Kind

A Brute for Power
and
A Glutton for Speed

THE Cross-Kysor Super-Marine power plant is an example of supreme craftsmanship in engine design and construction. It is absolutely the leader in its class, setting a new standard in performance and value. It is an eight-cylinder motor with a bore and stroke of $4\frac{3}{4} \times 5\frac{1}{8}$ ", weighing only 837 pounds and developing 220 H.P. at 2000 R.P.M.

Ball bearings throughout, accessibility, reliability, durability, stiffness and rigidity, universal servicing of parts, ease of starting and uniformity of timing are but a few of the salient features which are united in the Cross-Kysor Super-Marine Engine. The entire assembly of motor, fly-wheel, clutch and reverse gear is of the unit type with all revolving parts fully enclosed, and is mounted on steel bed plates ready to install in your boat as a unit.

We will be pleased to send full information and price upon request

CROSS GEAR & ENGINE COMPANY

3260 Bellevue Avenue

Detroit, Michigan

Save \$\$\$\$

By Building Your Boat With

**Brooks KNOCK-DOWN
BOAT FRAMES**

THE Brooks system is the only easy method for amateurs or professionals of building a successful boat. Our system saves you a large percentage of the cost of any boat. And you have 55 designs to select from—CABIN CRUISERS, V-BOTTOM RUNABOUTS, HYDROPLANES, ROW BOATS and SAILBOATS, all of modern design. Our new 64-page book of designs completely describes each boat and fully explains how easily they can be built. Plan now to build your own boat during your leisure hours this coming winter and have it ready for the water in the spring. Send 25c for the book of designs today.

BROOKS BOAT CO., INC., Dept. 33, SAGINAW W. S., MICH.
Originators of the pattern and KNOCK-DOWN system of Boat Building.

At the End of the Season

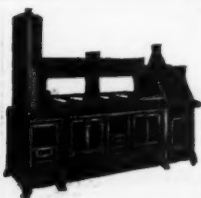
What Do You Do With Your Outboard Motor?



Our Service Department will overhaul your motor and store it for the winter for \$15.00. Required parts, if any, at factory list prices. Safeguard your investment. Avoid depreciation.

Outboard Motor Headquarters

BRUNO BECKHARD, 54 Broadway, Flushing, N. Y.

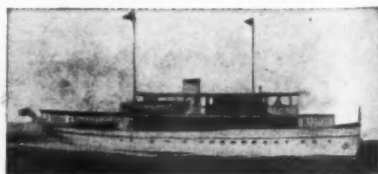


**We Appreciate The Courtesy When
America's foremost designers select
WEBBPERFECTION RANGES
"Alpha"—Geo. Marshall Allen, New York.**

ELISHA WEBB & SON CO.

136 S. FRONT STREET

PHILADELPHIA, PA.



Good Since
1906

GIES REVERSE GEARS

Dependability and Long Life Guaranteed

Built on a solid two-bearing sustaining frame that absolutely protects the gears and bearings from all strains. All gears are enclosed and run in oil. Smooth running, powerful and compact. All wearing parts easily replaced. Adjustment simple.

Quality Materials and Workmanship Throughout

Write today for latest prices and data

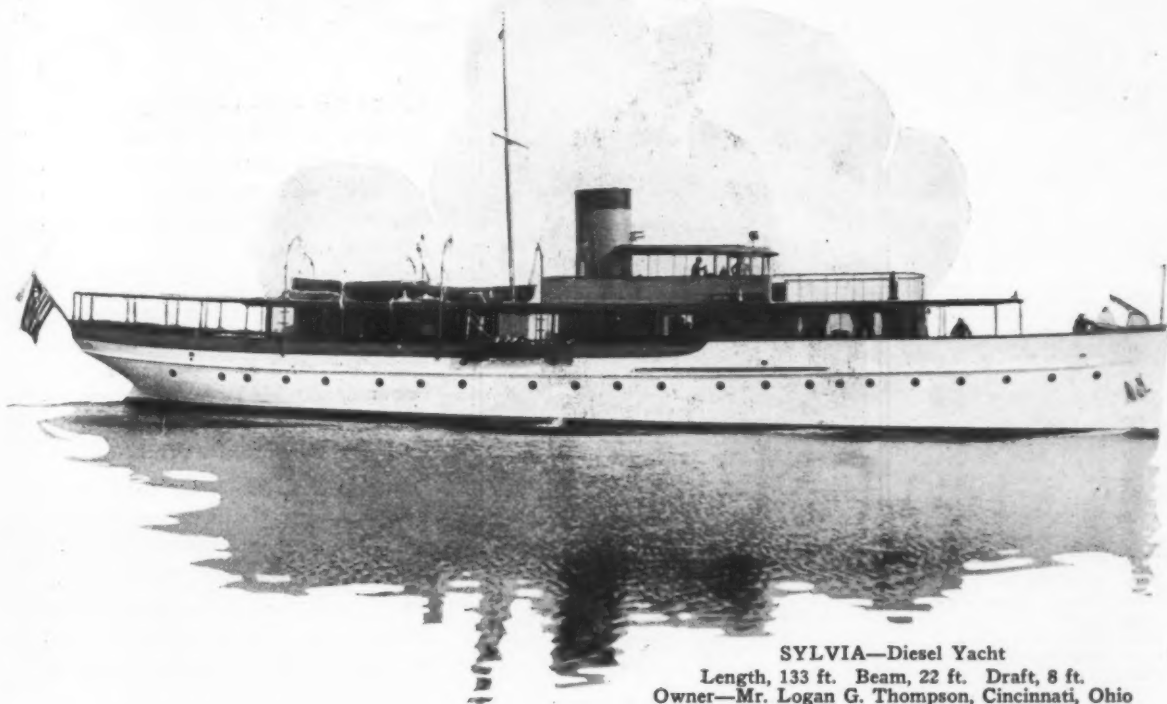
GIES GEAR CO., 441 E. FORT ST., DETROIT, MICHIGAN

Over 50,000
in use



Yachts by

JOHN H. WELLS, Inc.



SYLVIA—Diesel Yacht
Length, 133 ft. Beam, 22 ft. Draft, 8 ft.
Owner—Mr. Logan G. Thompson, Cincinnati, Ohio

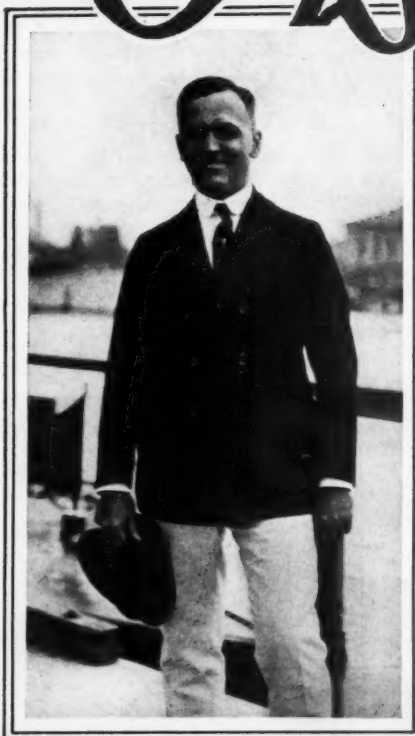
IN ADDITION TO SYLVIA EIGHT OTHER YACHTS OF OUR DESIGN WERE LAUNCHED THIS YEAR.
EACH OF THESE BOATS REPRESENTS THE FINAL WORD IN CRAFT OF ITS SIZE AND TYPE.

YACHT	SIZE	OWNER
SCOUT II (Cruiser)	85'x17' x5'6"	Mr. Hugh L. Adams, Philadelphia.
LURA M III (Express cruiser)	80'x14' x4'	Mr. William A. Fisher, Detroit.
AARONELLA (House Boat)	78'x17'3"x4'6"	Mr. Chas. M. Parker, New York.
PATRICIA (Cruiser)	72'x14'3"x4'	Mr. F. B. Lovejoy, Montclair, N. J.
ARGO (Express Cruiser)	60'x12' x2'10"	{ Mrs. Henry P. Davison, New York.
		{ Mrs. Wilton Lloyd-Smith, New York.
WHIPPET (Fast Cruiser)	67'x13' x4'	Mr. O. G. Jennings, New York.
RICOCHE (Day Cruiser)	45'x 9' x3'	Mr. H. N. Slater, New York.
KISMET (Cruiser)	70'x14'3"x4'6"	Mr. John C. Hageman, New York.
SCAMPER (Express Cruiser)*	65'x12' x3'2"	Mr. Nelson Doubleday, Garden City, N. Y.
ROYONO (House Boat)*	87'6"x17'x4'	Mr. J. B. Ford, Jr., Detroit, Mich.

*Construction supervised.

Service That's Different

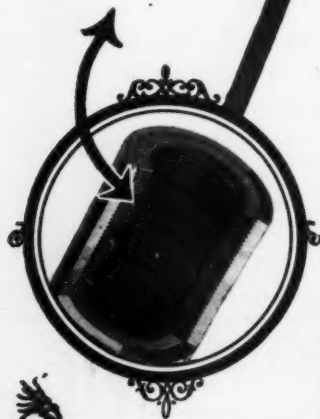
100% Score for "Cutless Bearings"



John H. Wells

Noted Naval Architect & Designer

Note shell of Olivite rubber. Spiral grooves cut into rubber lining running opposite to turning direction of shaft, force continuous flow of water through the bearing.



EVERY one of the ten boats designed by John H. Wells, and described in detail in the current issue of *Motor-boating*, was equipped with this modern, rubber-surface, water-lubricated bearing.

The longer bearing life, the practical elimination of shaft scoring, the smoother running due to decreased vibration, and the consequent saving in drydocking expenses were advantages too great to be overlooked by a designer of Mr. Wells' ability.

"Cutless Bearings" for years have been proving their superiority on every conceivable type of craft—from tankers to motor-runabouts.

They have set a new standard of bearing service. By all means, investigate them thoroughly and give them a trial.

THE B. F. GOODRICH RUBBER CO.
Established 1870 Akron, Ohio

Goodrich Cutless (Rubber) Bearings

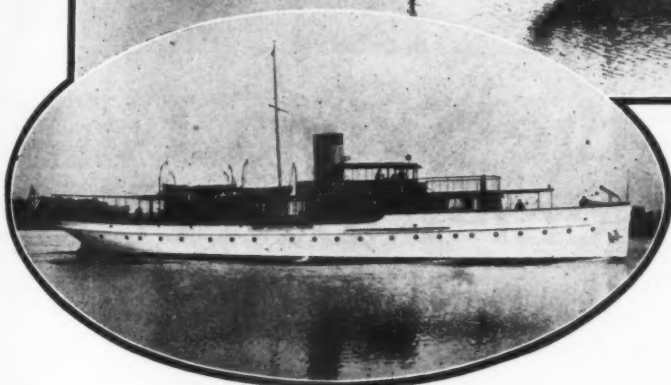
DISTRIBUTORS

New York City—Topping Bros.
Buffalo, N. Y.—B. F. Goodrich Rubber Co.
197 Van Rensselaer Street
Boston, Mass.—Walter H. Moreton Corp. and
United Fisheries Co.
Gloucester, Mass.—United Fisheries Co.
Chicago, Ill.—B. F. Goodrich Rubber Co.
1925 So. Michigan Avenue
Detroit, Michigan—B. F. Goodrich Rubber Co.
4809 Woodward Avenue
Philadelphia, Pa.—Marine Equipment & Supply Co.

Mobile, Alabama—A. K. Miller Engineering Co.
Houston, Texas—A. K. Miller Engineering Co.
New Orleans, Louisiana—
A. K. Miller Engineering Co.
Jacksonville, Fla.—Gibbs Gas Engine Co. of Florida
Los Angeles, Calif.—B. F. Goodrich Rubber Co.
1386 East 7th Street
San Francisco, Calif.—B. F. Goodrich Rubber Co.
650 Second Street
Seattle, Washington—B. F. Goodrich Rubber Co.
115 King Street

Naval Architects **JOHN H. WELLS Inc.** Yacht Brokers

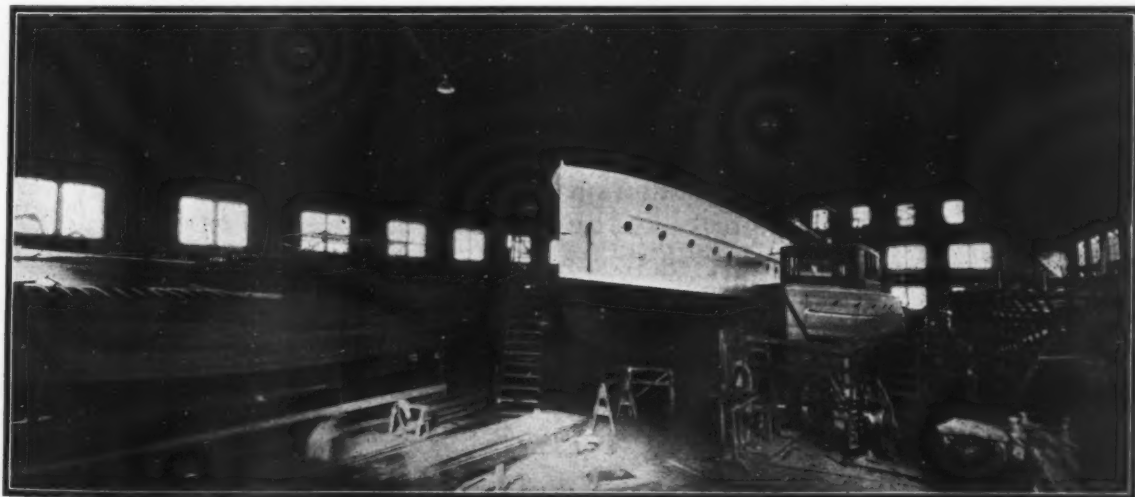
Defoe Yacht Yards—Builders of SYLVIA



Launching of SYLVIA by marine railway from the Defoe Yacht Finishing Plant, in which she was entirely completed excepting pilot house. The building accommodates even larger boats than this 133-footer, as the interior view below shows. Well-heated, well-lighted, and equipped with the latest of compressed air and electric tools and machines, it makes possible, as nothing else can, efficient workmanship of the highest quality.

The steel ways and steel fabricating plant of the Defoe yards are shown slightly in the background at the left, where the last of thirteen 100-ft. Coast Guard Patrol boats built during the past year are being completed. The Defoe yard has a water frontage of 1700 feet.

SYLVIA starts on her maiden voyage, July 5. A steel yacht of 133-ft. length, she embodies the best designing efforts of her prominent architects, John H. Wells, Inc., and is one of the season's finest yachts, finished throughout in teak and walnut.

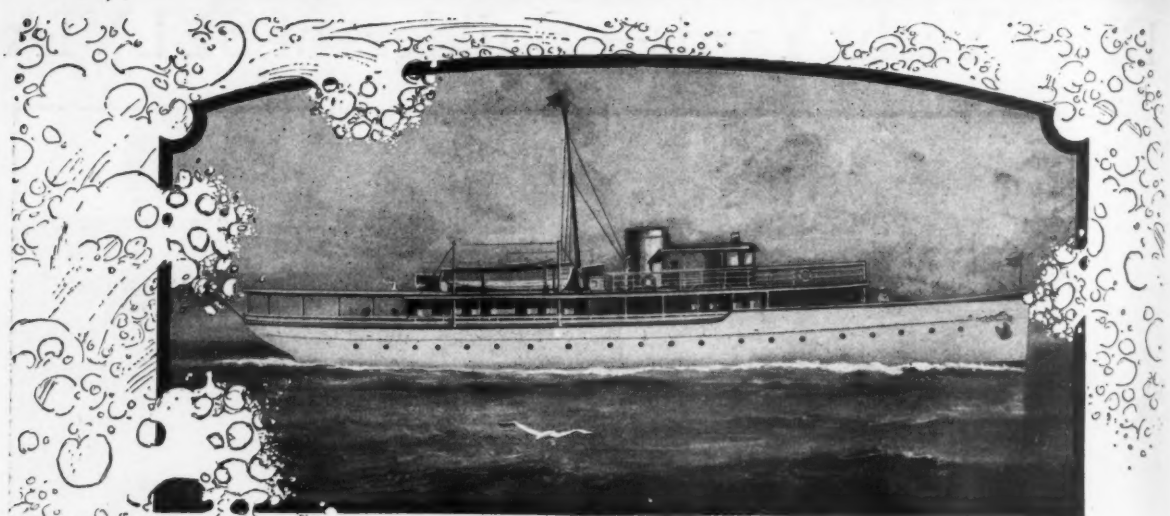


This view taken in the Defoe Yacht Finishing Plant in May shows work in progress on seven yachts ranging from 50 to 85 feet, besides the 133-footer SYLVIA, whose white hull is seen in the center. We show it to illustrate our building capacity to those who do not know us.

DEFOE BOAT & MOTOR WORKS

BAY CITY

MICHIGAN



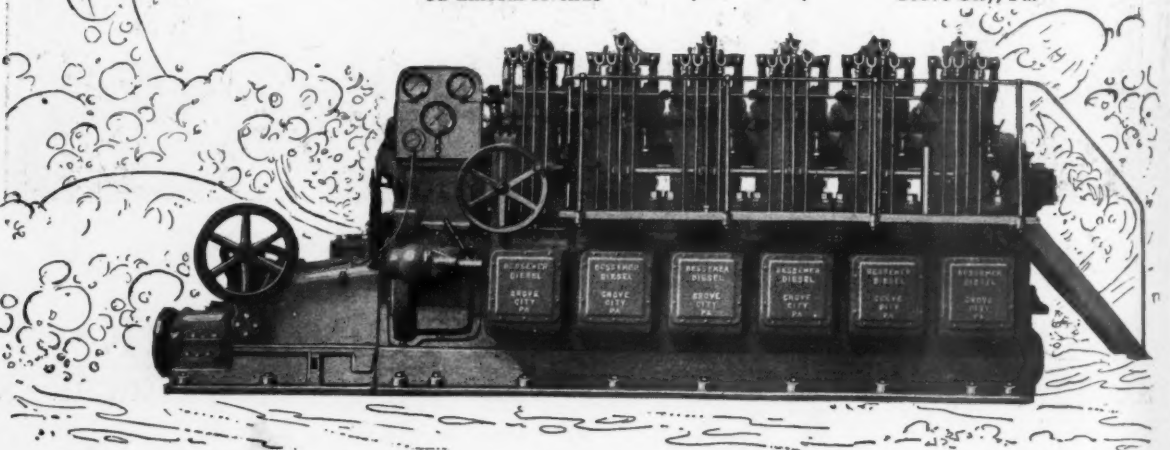
On the Sylvia IV Bessemer Diesels

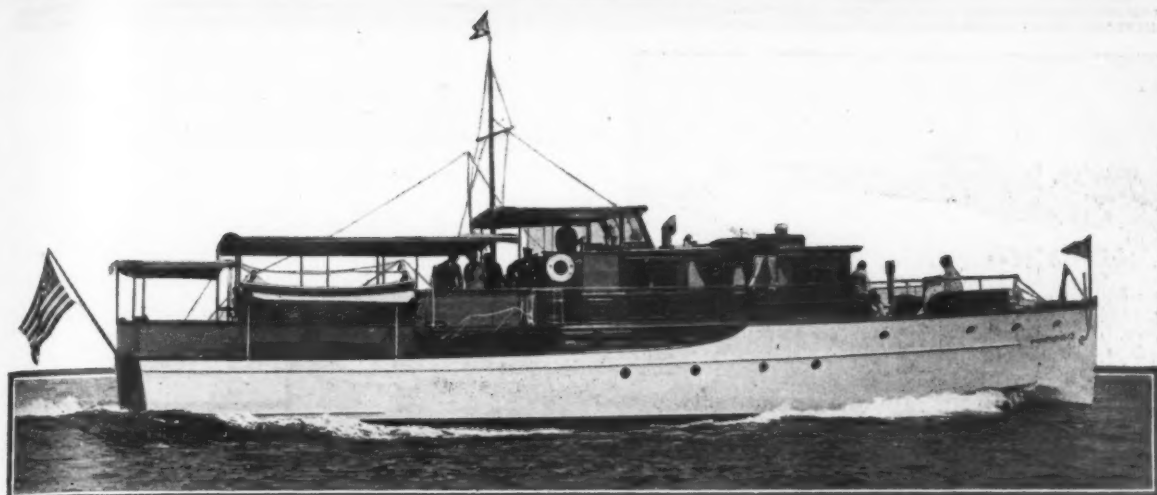
ONE after another, Bessemer Diesel Engines are being selected to power the finest modern yachts.

The Sylvia IV, designed by John H. Wells, Inc., for Logan G. Thomson, is powered with two direct reversible Bessemer Diesels, selected because of their unusual quietness, vibrationless operation and sturdy dependability.

Bessemer Diesels are really fine marine power plants that are ideal for every type of marine service—yachts, fishing vessels, tow boats, and as auxiliary equipment on larger ships. They have been proved by performance—that's why ships like the Sylvia IV are Bessemer powered.

THE BESSEMER GAS ENGINE COMPANY
32 Lincoln Avenue Grove City, Pa.





Patricia II, 72' x 14' x 4', designed by John H. Wells, Inc., and built by Geo. Lawley & Son Corporation for Mr. F. B. Lovejoy of Montclair, N. J.

"Lawley Built"

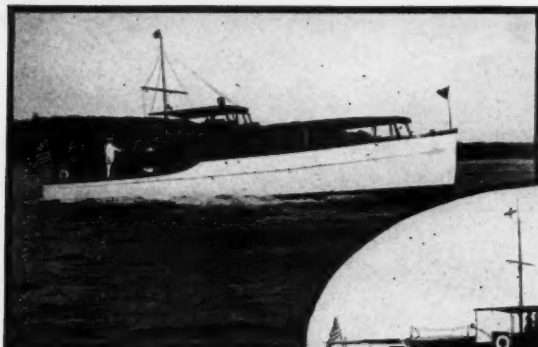
THE building of Patricia II and Scamper I rounds out our sixtieth year of experience in custom built yachts. While these are not the largest boats we have built, they are two of the finest yachts that ever set sail from our yard which is one of the most complete yacht building plants in the country. Lawley yachts are acknowledged to represent the finest skill in boat craftsmanship. Their durability, finish and style are a standard by which other boats are often judged.

Unsurpassed Storage Facilities

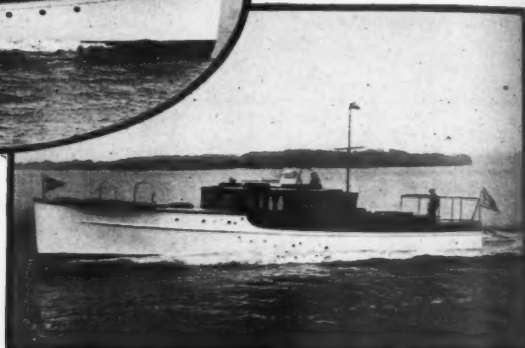
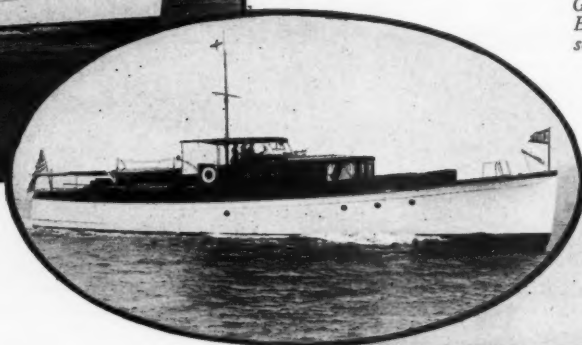
GEO. LAWLEY & SON CORPORATION
Neponset Massachusetts

Scamper I, 65' x 12' x 3'2", designed and built by Geo. Lawley & Son Corporation for Mr. Nelson Doubleday of Garden City, Long Island. Construction supervised by John H. Wells, Inc.



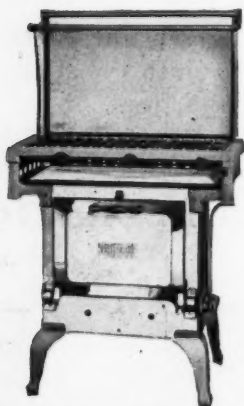


ARGO (at left)—F. S. Nock, Inc., Builders, East Greenwich, R. I. Owners—Mrs. Henry P. Davison, Mrs. Wilton Lloyd Smith. LURA M. III (center)—Consolidated Ship Building Corp., Builders. Owner—Mr. William A. Fisher. SCAMPER (at right)—George Lawley & Sons Corp., Builders. Owner—Mr. Nelson Doubleday.



The
Newest
Express Cruisers
are

PROTANE-EQUIPT



Protane Junior Range, 28" x 14" square. Three table top burners and oven.



Two-Burner Hot Plate. For small galleys.

John H. Wells has recently designed and supervised the building of express cruisers for many notable people. In specifying equipment for the galley there were several major considerations—light weight, space conservation, and, of course, safety and performance. Mr. Wells at that time specified—and today recommends—PROTANE for all cooking and water heating purposes.

PROTANE is a gas. A PROTANE System on your yacht gives you a gas cooking system and a gas hot water heater.

Think of it—GAS—as hot, as odorless when burning, as easy to operate, as city gas at home.

No smell of alcohol or kerosene. No reeking heat. When you want it, the stove is hot—instantly. When you are through—it's out. And gas stoves—any size and model to select from—from a 14-inch "one-burner" for the smallest galley afloat, up to a full size cabinet range complete with oven and broiler.

Inexpensive to operate

Costs about the same as "city gas."

Safe

PROTANE is approved by the Underwriters' Laboratories.

Quickly Installed

No cutting or fitting for piping. An hour or two and you're ready.

Reliable

Hundreds of yachts use PROTANE. The majority of new ones launched this Spring are PROTANE-equip.

Some owners having PROTANE-equip yachts:

Mr. Robert N. Bavier
Mr. E. H. Behrand
Mr. Walter Chrysler
Mrs. Henry P. Davison
Mr. Nelson Doubleday
Mr. L. P. Fisher
Mr. Edsel Ford

Mr. J. B. Ford
Mr. George W. Loft
Mr. Frederic B. Lovejoy
Mr. Junius Morgan
Mrs. Wilton Lloyd Smith
Mr. H. P. Whitney

Write us for complete literature and name of the PROTANE agent at or near your home port.

THE PROTANE CORPORATION
14 East 10th Street
ERIE, PA.

Doesn't the Good Ship "*(write your own)*"

Deserve a Decent
Set of China *and*
Crystal?



YOU own a yacht because you love the sea. And because you like to have your friends enjoy it.

That means hospitality and hospitality implies dinner. And dinner almost inexorably implies a service of Ovington china.

Why not start in and get a good one while you are about the business? Why not decide to give the good ship a china service of which she may well be proud?

For as little as \$100 it can be done and done well at Ovington's. For \$100 you may have a service for six emblazoned with your flags. And crystal to match is not expensive. We are glad to submit designs and estimates for any member of a recognized yacht club.

OVINGTON'S

"The Gift Shop of Fifth Ave., Inc."

Fifth Avenue at 39th Street

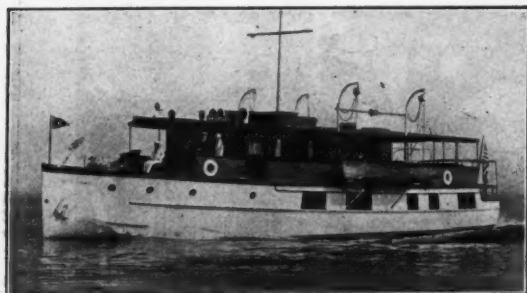
Whippet and Ricochet

THESE two fine cruisers designed by John H. Wells, Inc., were built at our yard. Whippet, a 67-footer, is owned by Mr. O. G. Jennings of New York, and Ricochet, a 45-foot express cruiser, is owned by Mr. H. N. Slater of New York.

Owners and naval architects will find our shops and yard have every facility for yacht building, repairs and storage. Large protected basin, two marine railways, storage sheds, engine and joiner shops.

Estimates on any type of work furnished on request.

F. D. LAWLEY, Inc. Quincy, Mass.



Aaronella

Equipped with

BLISS NAVIGATION
INSTRUMENTS

THE 78-ft. houseboat Aaronella, designed by John H. Wells, Inc., is another of the many fine yachts using Bliss Instruments. We have supplied over 75% of the American yachts with navigation instruments of every type. Each Bliss instrument embodies every essential known in the most modern and up-to-date construction.



The Bliss Improved Azimuth Instrument fitted to standard liquid compass.

Nautical Instruments of Every Description

Write for our catalog showing a complete line of Bliss quality instruments: Clocks, Chronometers, Barometers, Sextants, Parallel Rules, etc. Also Charts and Books.

JOHN BLISS & CO., Inc.

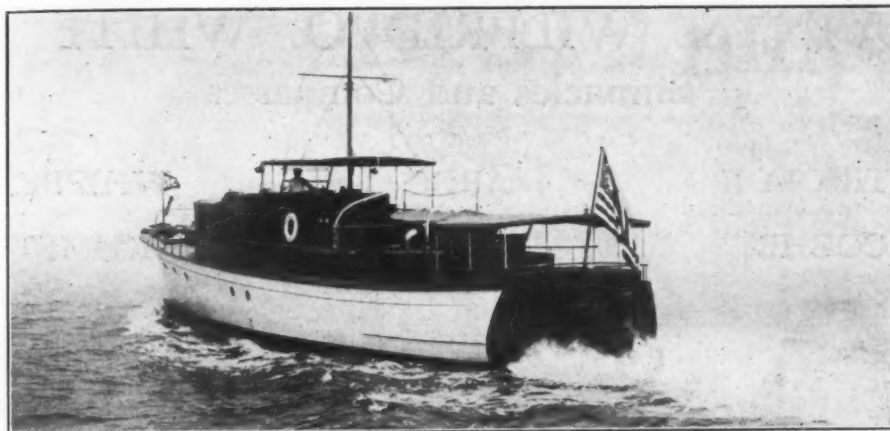
The Oldest Nautical Goods House in the U. S.

Established 1835

83 Pearl Street, New York, N. Y.



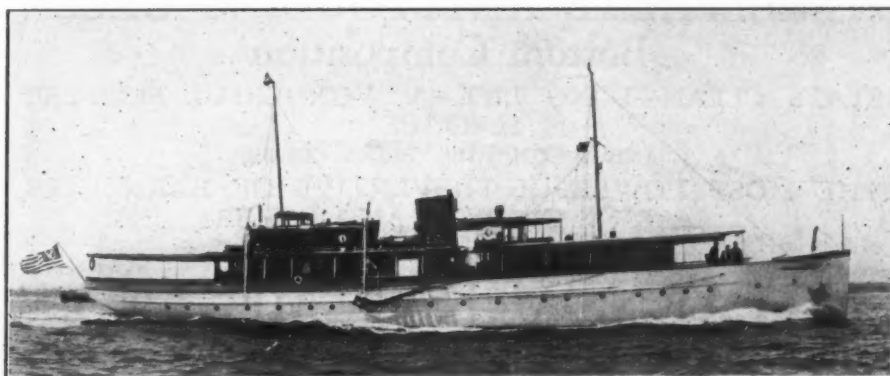
Yacht Binnacle



LURA M III. Owner—Mr. William A. Fisher.
L. O. A.—80 feet. Beam—14 feet. Draft—4 feet.

Designed by
JOHN H. WELLS, INC.

Powered with
WINTON ENGINES



JANEY III. Owner—Mr. W. O. Briggs.
L. O. A.—118 feet 7 inches. Beam—21 feet 7 inches. Draft—7 feet 3 inches.

THE WINTON ENGINE COMPANY

CLEVELAND, OHIO, U. S. A.

New York—A. G. Griese, Inc., 331 Madison Ave.
Los Angeles—F. G. Bryant, 291 F. W. Braun
Bldg.
Boston—Walter H. Moreton Corp., 780 Common-
wealth Ave.

New Orleans, La.—Warren C. Graham Company,
411 Godchaux Building.
Seattle—J. O. Larsen, 19 Colman Dock.
Washington—R. L. Fryer, 430 Transportation
Bldg.
Cleveland—F. C. Erdman Co., Union Trust Bldg.

KELVIN & WILFRID O. WHITE CO.

Binnacles and Compasses

PATRICIA II

72 Feet

RICOCHET

45 Feet



Shelf Binnacles of Mahogany and Brass.
Pedestal and Stand Binnacles of all
types and sizes.

Used on

ARGO

60 Feet

SYLVIA

133 Feet

WHIPPET

67 Feet

KISMET

70 Feet

ON yachts where quality, durability and dependability are demanded, such as these designed by John H. Wells, Inc., you will find the nautical instruments invariably bear the name of Kelvin & Wilfrid O. White Co. Because of their accuracy and fine workmanship our compasses, binnacles and other instruments are considered standard equipment and are called for in the specifications of the highest grade of yachts.

Send for Catalogs on

Barometers, Ship Bell Clocks, Sextants, Marine Glasses, Telescopes, Yacht Flags, Private Signals, Club Flags, International Codes and Flags of all Nations.

Kelvin & Wilfrid O. White Co.

111 Commissioners Street
Montreal

112 State Street
Boston

38 Water Street
New York City

Trade Mark



Registered
U. S. Pat. Off.

MARBLEHEAD ANTI-FOULING GREEN

Bottom Composition

STAYS CLEAN—LONG LIFE—A WONDERFUL SLIPPERY
SURFACE

AND A LUMINOUS GREEN COLOR

THE MOST POWERFUL PREVENTIVE OF BARNACLES,
MARINE GROWTH AND BORERS

None Genuine Without Our Trade Mark

STEARNS-McKAY MFG. CO.

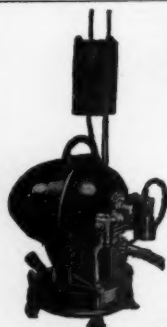
MARBLEHEAD

MASSACHUSETTS, U. S. A.

Trade Mark



Registered
U. S. Pat. Off.



SCAMPER

Nelson Doubleday's
new 65 footer

and
both

ARGO

Wilton Lloyd Smith's
60-ft. express cruiser.

equipped with Homelite

the 100% dependable light and power
plant for boats under 70 feet in length.

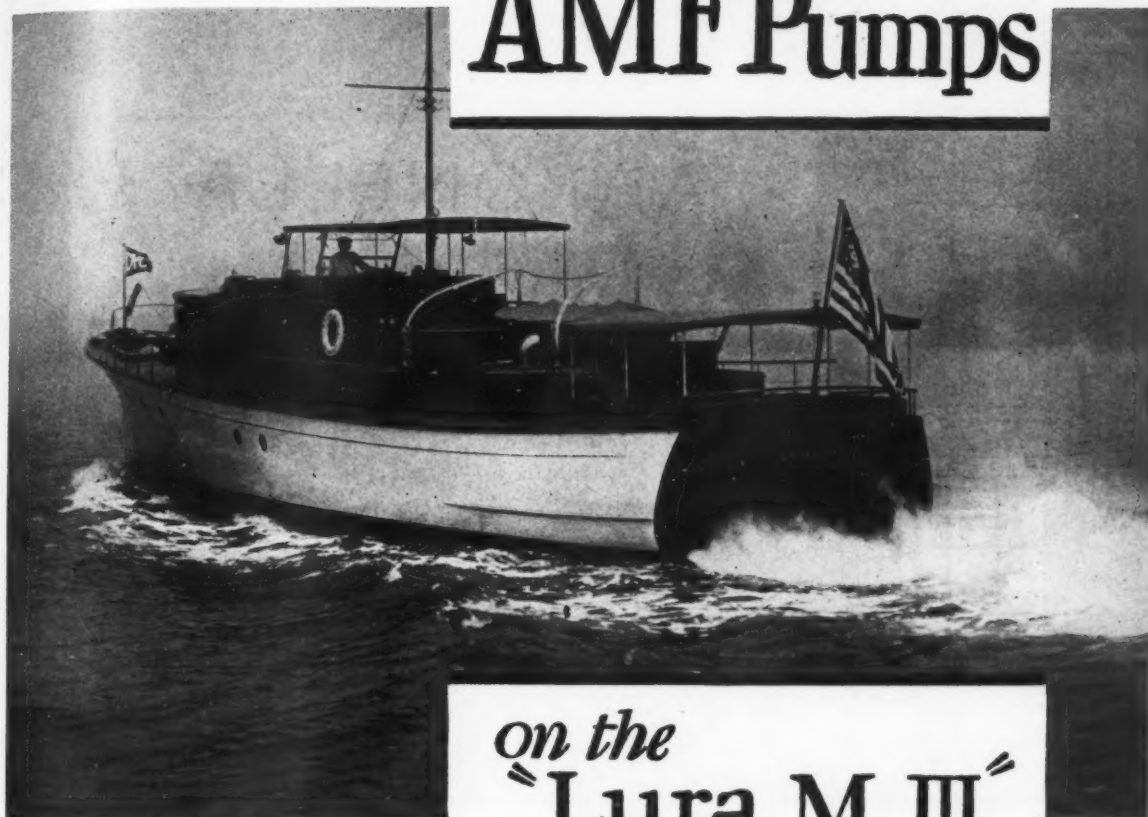
HOMELIGHT CORPORATION

Department B9

Grand Central Terminal New York

\$225 Generator Ignition Length, 21" Width, 14" Height, 21"
\$240 Magneto Ignition Weight, 110 lbs. 600 Watts 12-23-110 Volts
Complete and ready to run. With or Without Batteries

AMF Pumps



on the "Lura M III"

ON this delightful cruiser, the Lura M III, you will find AMF Rotary Pumps. In selecting these pumps there was perfect unanimity in the opinions of the three parties interested:

The designers, John H. Wells, Inc.
The builders, Consolidated Shipbuilding Corp.
The owner, Wm. A. Fisher, of the Fisher Body Corporation.

DISTRIBUTORS

BOSTON, MASS.:
Walter E. Moreton Corp.
1043-45 Commonwealth Avenue

NEW YORK, N. Y.:
Bruns-Kimball & Co.
50-54 West 17th Street

PHILADELPHIA, PA.:
Marine Equipment & Supply Co.
116 Walnut Street

SAN FRANCISCO, CALIF.:
Ets-Hokin & Galvan
181 Steuart Street

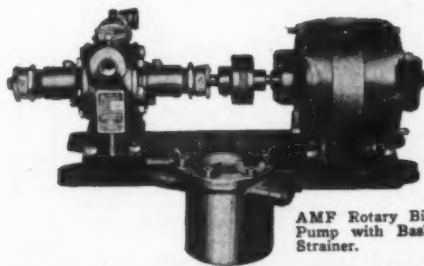
WILMINGTON, CALIF.:
Ets-Hokin & Galvan
240 Canal Avenue

CANADA:
General Supply Co. of Canada, Ltd.
356-60 Sparks Street, Ottawa


The ultimate convenience of the owner was carefully considered, and AMF Rotary Pumps selected because their high-speed, direct-connected characteristics unite noiseless operation with positive action, plus *unfailing dependability*.

John H. Wells, Inc., has specified AMF Rotary pumps for all the boats featured in this insert. Have you received a copy of our latest circular?

American Machine & Foundry Co.
5520 Second Avenue Brooklyn, N. Y.



AMF Rotary Bilge Pump with Basket Strainer.



AARONELLA

Seventy-Eight Foot Houseboat

Owned by
MAJOR CHAS. M. PARKER

Interior Furnishing by Raphael

RAPHAEL STUDIOS, Inc.

Specialists in Interior Decarating of Yachts

38 East 50th Street, New York
Phone: Plaza 7125

A Better Search Light In Every Way



Lebbby
Searchlight
Cabin
Control
Type.

LEBBY

TRADE MARK REG. U.S. PAT. OFF.

THERE is no incandescent searchlight on the market today that projects more beam candle power per watt than the **LEBBY**.

The yachtsman who wants the most efficient, reliable and durable searchlight he can get will find the **LEBBY** is the light he wants. Objects from one-third to one mile away are readily picked up by the **LEBBY**. The **LEBBY** is manufactured of solid brass throughout and is guaranteed to withstand the most severe conditions.

Made in five sizes, 6-12-25-32 and 110 voltage, and finished in four types, polished brass, battleship gray, nickel-plated and black nickel.

We also manufacture a complete line of running lights and cabin fixtures. Let us know your requirement.

The Lebbby Searchlight is used on the 70-foot yacht *Kismet*, designed by John H. Wells, Inc., and built by the Ditchburn Boats, Inc., Gravenhurst, Ontario, for Mr. John C. Hageman of New York.

THE NATIONAL MARINE LAMP CO.
FORESTVILLE, CONN.

MOTT PLUMBING FIXTURES

Are used on the Yachts
LURA M III and SYLVIA

Designed by
JOHN H. WELLS, Inc.

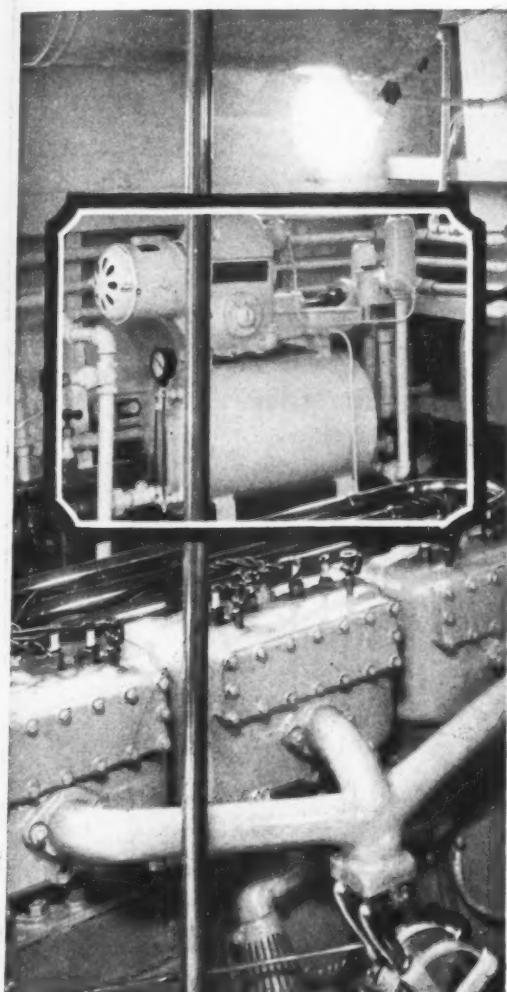


The known quality of **MOTT Plumbing Fixtures** has won for them the first choice for use afloat as well as ashore.

The J. L. MOTT IRON WORKS

New York Office: 118 Fifth Avenue, New York
FACTORIES: TRENTON, N. J.
MOTT CO. of PA., 1006 Filbert Street, Philadelphia, Penna.

On the Wells Yachts



The installation of a Delco-Light Water Supply System in the engine room of the 72 ft. yacht Patricia II designed by John H. Wells, Inc.

Frigidaire
Electric Refrigeration

DELCO-LIGHT
Electric Plants
and
Water Systems

THESE Delco-Light products bring aboard the yacht the modern conveniences of the home—electric refrigeration, running water and dependable electric current for all purposes.

There is a Frigidaire, Delco-Light Water System and Delco-Light Electric Plant for every marine need. Let us send you full particulars on each.

DELCO-LIGHT COMPANY

Subsidiary of General Motors Corporation

DAYTON

NEW YORK OFFICE: Domestic Electric Co., Inc., 39 West 45th Street

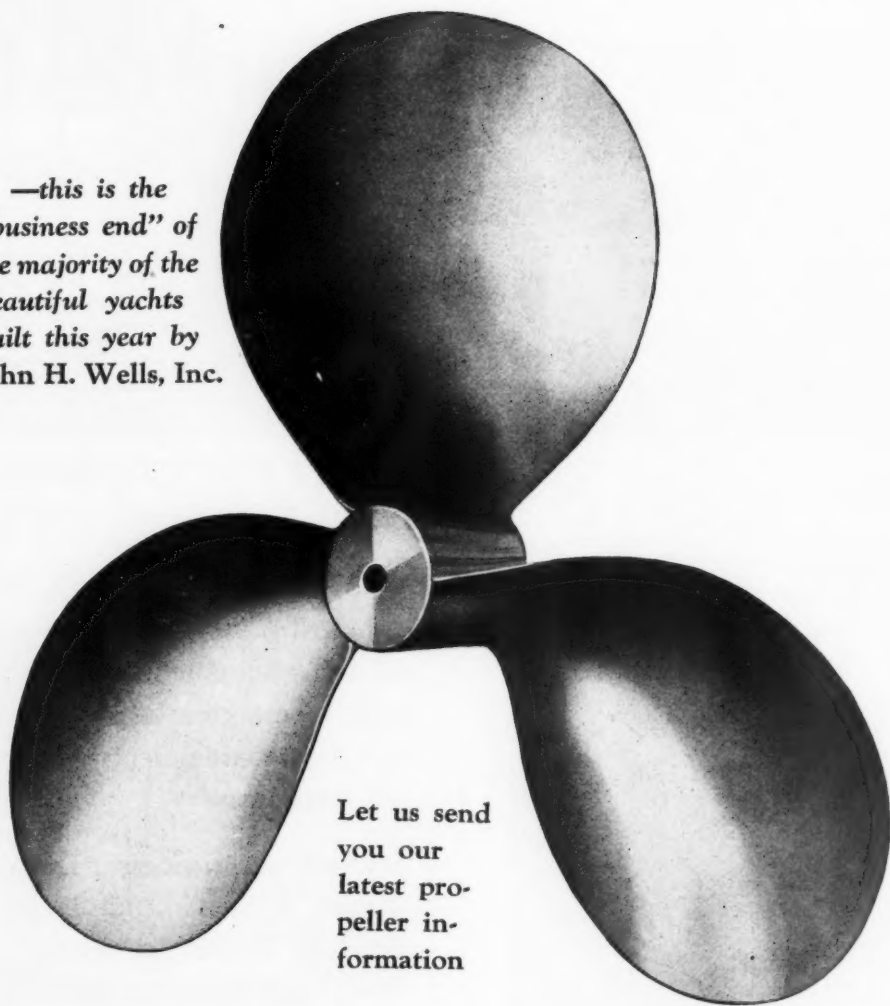
OHIO



Cap'n Allswell says:

"The better the wheel, the better the boat which is why the better boats use Columbians!"

—this is the "business end" of the majority of the beautiful yachts built this year by John H. Wells, Inc.



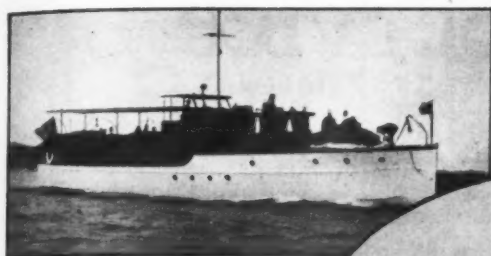
Let us send you our latest propeller information

COLUMBIAN *Bronze* PROPELLERS

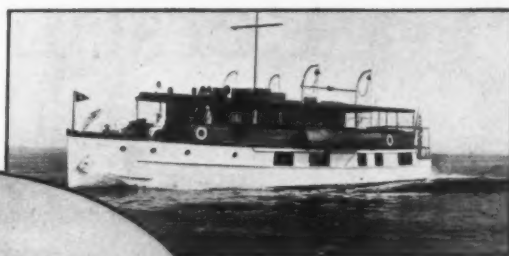
The Columbian Bronze Corporation, 208 North Main St., Freeport, L. I., N. Y.
N. Y. SALES: 44 THIRD AVENUE

A-E-CO Auxiliaries

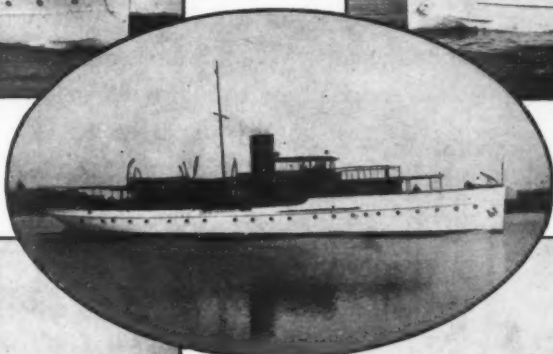
Used on These Fine Yachts
Designed by John H. Wells, Inc.



KISMET
70'x14'3"x4'6"



AARONELLA
78'x17'3"x4'6"



SYLVIA
133'x22'x8'



SCOUT II
85'x17'x5'6"



PATRICIA II
72'x14'3"x4'



LURA M III
80'x14'x4'

THE selection of A-E-CO Auxiliaries for the better class of yachts must be due to something more than mere price. And it is—the rugged strength and unfailing dependability of A-E-CO Auxiliaries assure safe handling of the yacht in crowded harbors or under the most severe conditions of deep sea service. And because of their quiet and freedom from vibration, A-E-CO Auxiliaries never disturb the comfort of those on board.

A-E-CO Auxiliaries are not only in a class by themselves as far as construction and performance are concerned, but they also have style and distinctive beauty which add to the yacht's appearance.

ELECTRIC DRUM TYPE STEERER
ELECTRO-HYDRAULIC STEERER
AIR STEERER

ELECTRIC WORM DRIVE WINDLASS
ELECTRIC BOAT HOIST
HAND PUMP BRAKE WINDLASS

American Engineering Company

2419 Aramingo Avenue

Philadelphia, Pa.

Personal Service

IN founding this organization Mr. Wells had in mind something more than merely a yacht designing and brokerage business. Mr. Wells determined to make it a selected organization of men not only thoroughly experienced in naval architecture and brokerage, but men who are able to clearly interpret the needs of a client and render a service that is expert, besides sympathetic to the client's desires—a personal service.

The success to which this principle has been applied is exemplified by the nine yachts completed this year from our designs. Many of these boats, ranging from 45 feet to 133 feet in length, were designed for owners to whom we were recommended by yachtsmen who know the Wells Personal Service or who own boats of our design.

We welcome your yachting problem whether for a new design or used boat for lakes, off-shore or Florida service. A type will be suggested that can be depended upon to be practical, with the assurance of satisfactory performance. We will submit photos or sketches of designs to meet your personal need.

JOHN H. WELLS, Inc.

347 Madison Avenue,

New York City

Telephone: Murray Hill 3126

S e r v i c e T h a t ' s D i f f e r e n t

DODGE WATERCARS

Take New York by Storm

The sales of Dodge Watercars this summer in New York City and surrounding territory have exceeded the best records ever reached by any boats of their class. Designed by the country's most successful architect on fast runabouts, built by automotive production experts and

finished by the most skilful boat artisans procurable, it is no wonder that the experienced boatmen of these waters appreciate the exceptional values offered in these fine craft. Young & Hall Service adds the final touch to the pleasure of owning a Watercar.

Beauty

Seaworthiness

Speed

Easy Handling

Reliability

Economy

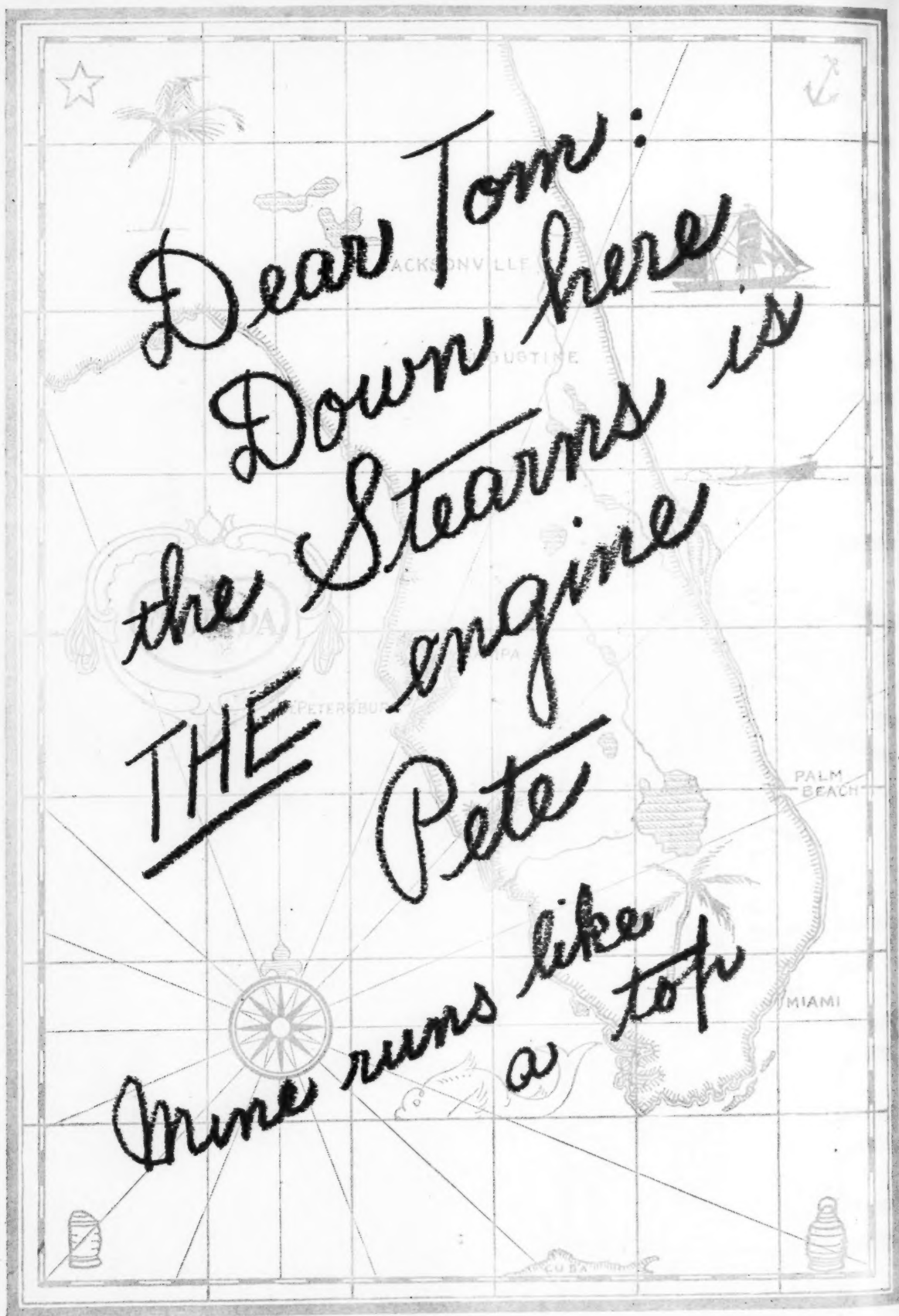
Prices \$2740 to \$3740 in the water at New York
Immediate Shipment
Expert Service

Sub-Agents: A valuable franchise is available for those competent to handle sales and service on Dodge Watercars in certain territories. Write, wire or phone.

YOUNG & HALL, INC., 522 Fifth Ave. New York
TELEPHONE: MURRAY HILL 8160

Distributors of Sterling Engines for the State of Connecticut.





BETTER PERFORMANCE
GREATER VALUE
HIGHER QUALITY

EXTRA RESERVE
STEARNS
MARINE ENGINE

FINER WORKMANSHIP
MORE ECONOMICAL
LASTING ENDURANCE

Keeping Friends

THE faithful performance of Stearns Extra Reserve Marine Engine cements a bond of friendship that lasts for a life-time. And these friends of Stearns pass on to their fellow yachtsman a message of good cheer that points the way to better and greater motor boating pleasures.



The Stearns Six

A power plant embodying refinements and improvements in every detail of its construction. Skinner Oil Rectifier, three spark plugs to each cylinder, two independent ignition systems and high pressure lubrication are only a few of the major improvements the Stearns gives you.

PRICES OF STEARNS EXTRA RESERVE MARINE ENGINES

Large Series (4 cylinder type)

Model	Bore and Stroke	H.P.	Revolutions	Weight	Price
MDU	5 1/2 x 6 1/2	35-80	500-1200	1750 lbs.	\$1390.00
MDR	5 1/2 x 6 1/2	115	1600	1375 lbs.	1550.00
MEU	5 1/2 x 6 1/2	45-105	500-1200	1800 lbs.	1400.00
MER	5 1/2 x 6 1/2	140	1600	1400 lbs.	1650.00

Large Series (6 cylinder type)

Model	Bore and Stroke	H.P.	Revolutions	Weight	Price
MDU6	5 1/2 x 6 1/2	90-125	900-1200	2500 lbs.	\$2375.00
MDR6	5 1/2 x 6 1/2	160	1600	2950 lbs.	2545.00
MEU6	5 1/2 x 6 1/2	100-140	900-1200	2550 lbs.	2525.00
MER6	5 1/2 x 6 1/2	180	1600	2975 lbs.	2890.00

Small Series (4 cylinder type)

Model	Bore and Stroke	H.P.	Revolutions	Weight	Price
MHU	4 1/2 x 6	25-50	500-1200	1000 lbs.	\$990.00
MHR	4 1/2 x 6	80	1600	950 lbs.	1090.00

Prices, Crated, F. O. B. Factory

STEARNS MOTOR MANUFACTURING CO. Ludington Michigan

DISTRIBUTORS

New York, N. Y., Bowler, Holmes & Hecker Co., Inc., 259 Greenwich St.
Detroit, Mich., Stearns Motor Mfg. Co., 3420 McDougall Ave.
Rochester, N. Y., V. E. Lacy, Charlotte St.
New Orleans, La., Woodward, Wight & Co., Ltd.
Galveston, Tex., C. N. Nagle.
Baltimore, Md., Unger & Mahon.
Boston, Mass., Eldridge-McInnis, Inc.



Norfolk, Va., Hague Mach. Co.
Charleston, S. C., United Co., Inc.
Wilmington, Calif., Fellows and Stewart.
Chicago, Ill., Masters & Co., 800 N. Clark St.
West Palm Beach, Fla., George D. Raymond.
Seattle, Wash., H. G. McLaughlin Co., Inc., 904 Western Ave.
Jacksonville, Fla., Gibbs Gas Engine Co., of Florida.

Agents and Dealers in All Principal Marine Centers, U. S. A. and Foreign Countries

When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York

Bayside Boats Beat Fog and Sea

(Continued from page 80)

Thus, this race offers a wonderful field for observation and test to the makers and designers of marine power plants suitable for this work.

Frankly, we didn't see any marine motor representatives struggling to board any of the boats; in fact, it might be said that they were conspicuous by their absence. But I am passing this comment on as a gentle hint—there will be another race next year, and if any manufacturer wants to see actual conditions and gather any first-hand facts for future improvements, this race offers a splendid opportunity.

This year's race was a decided success; everyone connected with it agrees to that. Notwithstanding the trying conditions met with, and the fact that the time required to cover the course was considerably longer than usual, everybody who has done any sailing knows that you have to take what you get and make the best of it. After a good night's sleep and a shore feed, every man jack turned up smiling.

Henry Frisch with his converted New York 30-footer romped home the winner for the second time. With his allowance of 17 gallons of gas for his little Kermath 2 cylinder 8-10 h.p. motor, he kept Playmate bowling along, blow high blow low, through tides and current, wind and sea. As it turned out, however, Frisch was able to make the race going out on the easterly current and came back through on the slack before it set against him.

Rambler, a 44 foot sloop, powered with a Lamb 12-16 h.p. motor, and having a gas allowance of 21 gallons, gave a very good account of herself. A. Girtanner, her skipper, has sailed Rambler in every one of these races, and his knowledge of the current and tide conditions and his ability to take advantage of every opportunity, make him and his crew a competitor always to be reckoned with.

On Sheerwater, a 43 foot yawl, powered with a small 4 cylinder Redwing Motor, Ed Downs realized that with head winds he could not make the Gut on Saturday morning in time to catch the easterly current. Instead he timed his arrival to catch the afternoon current and was able—under both sail and power—to make the run through the Gut around Block Island and return through the Race with a favorable current. This maneuver was undoubtedly responsible for the excellent time made, and also insured his getting the most out of his motor and his 17 gallon gas allowance.

Log of the Caroline

July 30.

Wind: Easterly.

Crossed starting line on starboard tack at 6:00:10 with jib, main and mizzen set.

Started engine 6:04 E.S.T.

Bell No. 23 off Barker's Point 6:37.

Barker's Point Black can—100 yards at 6:48, Log 29.9.

Eaton Point Bell and Black Spar on Starboard bow at 6:55, Log 30.5.

Matinicock Light abeam at 7:40, Log 34.5.

Gas 3 inches.

Stopped engine at 8, Log 36.3 off Oak Neck shifted course to E.N.E.

Abeam of Eaton Point Light at 10:04, distance 3 miles, course NE $\frac{1}{2}$ N.

Came about and sailed NNW until 10:30 when Green's Ledge Light bore on starboard beam.

Came about and steered SE by S until Eaton Point Light bore on Starboard quarter.

Came about and set course NE.

July 31

Continued on various courses during night and at 6:00 a. m. Old Field Point Light bore on starboard beam.

At 9:20 buoy off Pond Point bore abeam, distance $\frac{1}{2}$ mile.

Started engine at 9:20 course due East.

At 9:45 doused all sail and proceeded under engine alone. Townsend Ledge.

Buoy at 11:00 starboard.

Branford Reef abeam at 11:26, course E $\frac{1}{2}$ S, 11:35.

Changed course to E by S 12:58, Log 13.4 passed Falkner Island black spar abeam. Set sail 1:35. 2:27 Stone Island Reef bore $\frac{1}{4}$ mile port beam $6\frac{1}{2}$ miles from Falkner's making 4 knots, Log. 22.5, course E by S.

2:57 W end Long Sand Shoal starboard, distance $2\frac{1}{4}$ miles from Shoal Island Reef.

3:47 took in sails and changed course to ESE, 4:12 changed course E by S.

At 5:43 passed a line between Little Gull Light and Bartlett Light Ship, Log 39.5, course SE by E.

Race Point Light on port beam at 6:13, distance 0.6 mile, Log 42.3.

Set course for gas buoy off northern end of Block Island, course E $\frac{1}{2}$ S.

Passed gas buoy off Northern end of Block Island close aboard at 9:54, leaving same on starboard hand.

Stopped end engine and proceeded under sail of course SSE, Log reading 9.8.

Wind ESE.

August 1

Rounded southern end of Block Island at 12:20 and changed course to W $\frac{1}{2}$ N.

At 1:05 changed course to WNW, Log reading 20.8.

At 1:20 started engine, Log reading 22.1.

At 2:20 Log 27.7 very light air E.

2:40 Montauk on beam.

Passed Little Gull on port beam distance $\frac{1}{4}$ mile, Log 39. Changed course to W $\frac{1}{2}$ S at 6:34, Log 41.3.

Ran out of gasoline at 8:03, Log 4.8.

6:17 Middle Ground on beam 2 miles off Long Island shore, Log 42.1, course W $\frac{1}{2}$ S, Log 42.1.

6:47 Port Jefferson gas buoy $\frac{1}{4}$ mile on port beam course W $\frac{1}{2}$ S, Log 44.1.

7:10 changed course W by N.

August 2

12:40 A. M. passed spar buoy off Eaton's Point.

2:15 bell buoy off Lloyd's Point abeam.

Matinicock Point abeam 4:15 Log 19.5 Execution Rock on starboard beam at 5:51, Log 24.7.

Passed Stepping Stones on port beam at 7:05 and set course for finish line.

Crossed line at 7:26.

Summary of Results, Bayside-Block Island Auxiliary Race, July 30, 1926

Boat	Length	Owner	Club	Elapsed Time	Corrected Time	Position	Engine
Yawl Playmate	43' 6"	C. H. Frisch	Bayside	56:50:46	52:43:16	1	Kermath
Sloop Rambler	44' 7"	A. Girtanner	Bayside	60:10:20	56:17:50	2	Lamb
Yawl Shearwater	43'	E. R. Downe	Larchmount	60:31:36	56:24:06	3	Red Wing
Ketch Caroline	42'	W. J. Curtiss, Jr.	American	61:26:47	56:56:47	4	
Ketch Dania	37' 4"	H. Freivile	Bayside	65:33:29	59:55:57	5	Red Wing
Schooner Voyager	36' 3"	W. B. Lockwood	Hingham	69:42:00	63:49:30	6	Red Wing
Schooner Kumalong	46' 3"	J. W. Ripley	Bayside	72:31:18	69:08:48	10	Scripps
Schooner Camilla	42'	O. Harbeck	Morris	72:34:05	68:04:05	8	
Yawl Sagola	42' 3"	B. A. Hinmann	Horseshoe				
Yawl Docani	34' 8"	Smith & Noble	Harbor	72:42:27	68:12:27	9	Eagle
Yawl Wenonah	38' 7"	W. E. Webb	Bayside	73:52:35	67:30:05	7	Kermath
Schooner Northern Light	42' 10"	J. C. Smith, Jr.	Larchmount	76:09:52	70:54:52	11	Gray
Schooner Sunbeam	59' 11"	C. A. Gould, 2nd	Shelter Island	77:41:29	73:11:29	12	
Yawl Hutoka	52' 4"	G. B. Drake	Manhasset Bay	Did not	Finish	..	Sterling
Sloop Iris	49'	B. E. Whitlock	Bayside	Did not	Finish	..	
Yawl Amileta	44' 8"	J. S. Dickerson	Cedarhurst	Did not	Finish	..	
			Cruising Club of America	Did not	Finish	..	
Schooner Sea Lady	43' 1"	Percy Mack	Bayside	Did not	Finish	..	
Sloop Djinn	37' 11"	W. R. Smith	New Haven	Did not	Finish	..	
Yawl Gemsbok	32' 9"	B. A. Smith	Bayside	Did not	Finish	..	Fordson

"Little Star" "Doc's II"

and Many Other Record Holders Use



YEARS beyond the memory of present day boating fans, Oilzum Motor Oil created many records in motor boat and automobile racing. Almost unheralded Oilzum continues to set up records, the most recent being the winning of the Belgian Trophy for the 725 class by Doc's II, making 61.74 miles per hour, and the victories of Little Star in the M.P.B.A. Regatta at Louisville this year, where she established a world's record for the 151 and 215 classes, making a speed of 40.816 miles per hour in the first race and 39.991 miles per hour in the second.

Mr. William Freitag of Philadelphia, Owner of Freeda III, Winner of the Sesqui-Centennial Trophy, Writes:

"Freeda III won the Record Trophy Race in the fastest time ever won, only had to turn motor 1950 for the entire race; motor able to turn with your "Oilzum" 2400 and stay put.

"I have examined motor since Record Trophy Race and have nothing to do but simply clean my plugs, gas line and carburetor, check up all electrical system and ship boat for the next races.

"Freeda III is entered in the South Jersey Championship Races on Sept. 4th at Ocean City and at the Lulu Yacht Races at Atlantic City on Monday, 'Labor Day,' Sept. 6th.

"I am driving 'Diana,' owned by Mr. A. B. Cartledge, on August 18th and 19th at Manhasset Bay."

You can use no finer oil in your engine than Oilzum. It will save you much money in motor repairs and give you by far a better performing power plant regardless of the type of engine you have. Let us tell you about Oilzum and why you should use it. There is a grade of Oilzum for every make of marine engine.



Little Star, owned by Mr. Willard M. Waugh and using Oilzum Motor Oil, set up a new world's record for the 151 and 215 classes at the 1926 Louisville Regatta of the Mississippi Valley Power Boat Association, making a speed of 40.816 m.p.h. in the 151 class and 39.991 m.p.h. in the 215 class.



Doc's II, a 725 hydroplane, owned and driven by Dr. L. R. Van Sant, established a new world's record for the 725 class when it won the Belgium Trophy. Using Oilzum Motor Oil Doc's II made a speed of 61.74 m.p.h.

Write today for literature and name
of nearest Oilzum distributor.

MANUFACTURED BY

THE WHITE & BAGLEY COMPANY

WORCESTER, MASS., U.S.A.

When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York.

NEW LOW PRICES

(Effective immediately)

on the world-famed
world-standard

AC SPARK PLUGS

AC Spark Plugs

old price, \$1

New price, 75c

(90c in Canada)

Delivering the spark in high powered speed-boat engines is about the most exacting task that a spark plug can be asked to perform, as it means a continuous run with wide open throttle and full load.

That AC Spark Plugs are best suited for this work is evidenced by the fact that they have been the choice of the winners of the Gold Cup and Sweepstake Regatta for many years.

Likewise, foremost automotive engineers specify AC Spark Plugs as standard equipment for the very good reason that they perform best.

There is a type and size of AC Spark Plug for every engine, and they are available through AC dealers everywhere.

AC Spark Plug Company, FLINT, Michigan

AC-SPHINX
Birmingham
ENGLAND

Makers of AC Spark Plugs
AC Speedometers
AC Air Cleaners
AC Oil Filters

AC-OLEO
Levallois-Perret
FRANCE

Well Secured Lights

(Continued from page 43)

in block E, and plugged. The rods go through the deck, with washer and nut. This can all be set up in liquid marine glue or white lead, as there will be no need to take it apart, except to replace a broken lens. In a suitable location, before fastening down top permanently, a hole about 1 11/16 inches diameter, is bored through block A, and deck, to take a piece of 1 1/4 inch iron pipe size brass pipe, G. This pipe is threaded outside to take nuts H, one above block A, and one below block I, which is placed below deck to give flat surface. Threads are removed above and below nuts, H, but this is not essential. Pipe G, is threaded internally at lower end to take threaded plug, J, the lower flange of which is knurled. Into the inside of plug J, is riveted a piece of 3/4 inch iron pipe size brass pipe, K, top end of which should be cut off, to bring the light bulb at the right height, and threaded externally to take cap L, M is a stand and dash socket, with the oval flange filed or turned to a circle that is larger than inside diameter of pipe K, but smaller than inside diameter of thread in L. Wire N is connected at one end to socket M, at the other end to plug, O, which plugs into a socket located for that light. If side lights and bow light are carried on deck, and stern light carried on an after awning, these light holding parts, J, K, and L, can be made interchangeable. If cap P, is turned off to an easy sliding fit through K, as shown by dotted line, then M, N, O, and P, can be put in pipe K, assembled. A few extra spares of this assembly can be carried as this is about the only part liable to give trouble. To install new bulb, remove O from socket, unscrew J, replace bulb with new one, screw back J, and plug in O, a matter of but a few seconds.

As some may want to carry stern light on flag pole, or mast, construct as follows: Top Q, and bottom R, are turned to fit lens, and held by rods, like the other lights. Make Q² like Q, but shorter, using nuts H, the same way. Make K² like K, except that it will extend below J to make a ferrule to slip over end of pole or mast, and fasten to mast or pole. To carry the wire down, a brass pipe will make a good flag pole, with wire inside. For wood pole or mast, plane a groove large enough to take a double strand lead covered wire, S, down after face of mast or pole, and drive the wire in, deep enough to glue a strip of wood over the wire, and finish flush. Carry wire to inside of boat, and make connections. Leave plenty of slack wire in K² above mast, or pole, so that repairs may be made if necessary. To change bulb, unscrew Q² from J, change bulb, and replace. —L. F. B., Middletown, Conn.

Substantial Running Lights

UNLESS a special cabin construction is used, built-in running lights are best made up of heavy sheet metal, galvanized iron or preferably sheet brass. As they will receive hard usage, being walked upon, stumbled over, caught by mooring lines and knocked up generally, 1/16 inch sheet brass would be none too heavy. This, however, may be worked up without difficulty by the amateur mechanic who can solder well and a knowledge of hard soldering or brazing will result in still more substantial construction. Heavy sheet metal, though, is much harder to bend to neat right angled joints than it appears, and unless special apparatus is available, it would be better to cut or saw the sheets flat and secure the joints by soldering, with reinforcing angles, or by silver soldering or brazing, providing this is done inside the light body where the joint will not show.

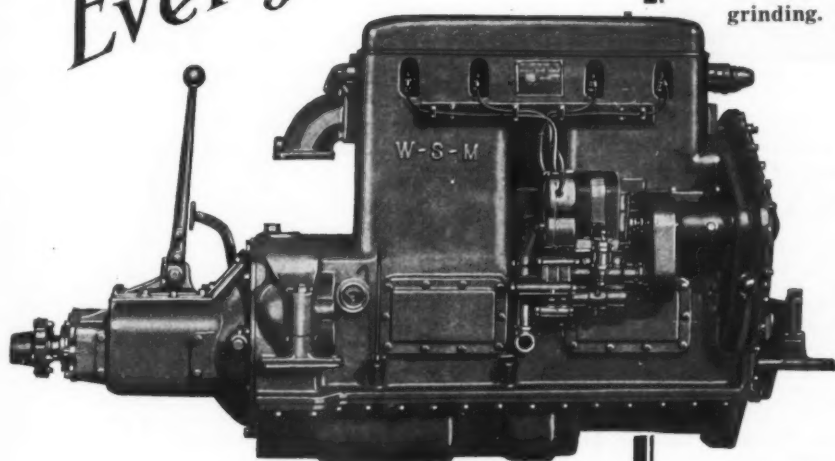
Cutting the openings for the glass lens, deck flange, etc., is not difficult. Scribe off the opening desired, then clamp the sheet in a large vise, using sheet lead packing between jaws and brass sheet, and with the line to be cut coinciding with top of vise jaws. If top of jaws is in bad shape, file flat and true or else clamp two iron straight edges in jaws, with sheet between, to serve as a cutting guide. Then cut along the line with hammer and a sharp cold chisel, being careful to start the cut without damaging the corner. The sheet, if curved, should be bent after, and not before, cutting the opening.

Regarding the actual design of the lights, this depends a good deal upon the skill and taste of the builder. Procure the lenses first and make sure they will pass government requirements for the class of hull upon which they are to be used, then build the lamps around them.

As suggested in the sketches, the plan here is to have each running light permanently installed on deck or cabin top, the

(Continued on page 112)

These Features of Superiority Are Winning Boat Owners Everywhere



HIGH SPEED
48 to 60 H.P.
1000 to 1400 R.P.M.
Weight, 1350 lbs.

MEDIUM DUTY
28 to 45 H.P.
600 to 900 R.P.M.
Weight, 1450 lbs.

Removable cylinder walls which can be replaced in case of a scored cylinder without moving the engine from its bed.

Unit power plant with cylinder block and crank case cast integral, forming a rigid backbone for main bearings.

Sliding type of reverse gear that is simple, stronger, lighter and more durable than any other marine reverse gear.

Overhead valves with all mechanism in detachable cylinder head which is easily removed for valve grinding.

Swiveled three point support prevents strain on shaft from misalignment.

Pressure lubrication direct to all wearing surfaces without exposed oil piping.

Magneto drive is independent of water pump drive. Pump can be adjusted without throwing magneto out of time.

THE growing preference for the W-S-M marine engine is the natural preference for superior design in a marine power plant that makes for greater efficiency, smoother power, economical operation and fewer repairs as well. The outstanding superior features of the W-S-M engine given on this page are many reasons why you should learn more about this wonderful power plant. Write today for illustrated catalog.

The Sanderson-Cyclone Drill Co.
Orrville **Ohio, U. S. A.**

When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York

Substantial Running Lights

(Continued from page 110)

body passing down through a hole cut in deck and a flange serving to make a watertight joint when set down on a rubber gasket with bolts through deck. The lamp itself, whether oil or electric, is attached to the bottom hinged cover and easily accessible from the cabin. For a runabout, a more convenient way might be to have the back or side of the light body swing out, instead of bottom. If oil lamps are used, provision for ventilating openings must be made.

As shown, the light body is made square or rectangular where passing through the deck in order to simplify construction and installation. The deck flange must be very securely fastened to the body; if not brazed or hard soldered, reinforcing angles are soldered and riveted in place before soldering the flange all around. There is no necessity for making the tops removable; they are roughly cut to shape, soldered all around inside and the outside edges then filed off smooth. Flanges or clips necessary to hold the lens in place are attached to the lens sheet before the final assembly; make as watertight as possible, for any leakage will get through into the cabin.

The stern or riding light is not here included as this is usually elevated upon a pole and a home-made one would have no particular advantage over the ready-made one.

H. H. P., Los Gatos, Calif.

An Ideal Side Curtain

(Continued from page 45)

the boat is anchored and facing the storm.

The curtains described withstood the elements for six summers before they had to be replaced, and were used as sun shades as well as storm curtains.

W. E. M., Philadelphia, Pa.

Curtains to Suit Types

THE best method of attaching side curtains depends on the type of awning construction used. The accompanying sketches show several types of awnings, and several methods of attaching side curtains. To get the best results, it may be necessary to use a combination of the methods indicated.

Fig. 1 shows a pipe frame awning with a rail such as may be used on a flush deck boat. The bottom of the canvas awning is laced to a horizontal pipe which is securely fastened to the pipe uprights, with strong marlin. The bottom of the awning is provided with a weathering flap, with a No. 8 galvanized wire slipped into the hem to keep it in place. The space below the hand rail is closed with canvas laced to the rail, and to a wood strip on the deck. The side curtains, when their use is required, are fastened to the horizontal pipe of the awning and to the hand rail with small lashings. The curtains may be permanently laced to the horizontal pipe and when not in use, may be rolled up and lashed in place. The curtains should be provided with No. 2 grommets, spaced about 9 inches on centers, for lashing or lacing.

Fig. 2 shows a combination of a wood and pipe frame. The side curtains are shown tacked in place on the inside of the wood strip, with copper tacks. The bottom of the curtains are secured with dot curtain fasteners or turn button curtain fasteners. When the curtains are not in use, they are rolled up and secured with small leather or canvas straps about six inches long, tacked to the wood strip, before the canvas curtains are applied, at intervals of almost two feet. The ends of the strips should have holes to fit over hooks or buttons on the inside of the wood strip. On Fig. 3 the dotted lines show a method of securing the side curtains to the outside of the awning frame, and covering the curtain's edge with a small half round molding.

Fig. 3 shows a wood frame with removable side curtains by the use of dot fasteners or turn button fasteners. When making side curtains, it is best to make them a bit larger than necessary to allow for shrinkage. A greater allowance should be made in the length of the canvas than in the width.

A. G. W., College Point, N. Y.

Riggs Agency Moves

Moving against the tide of business which is steadily flowing into uptown New York, the Riggs Yacht Agency has decided to move downtown. Since the removal of other firms from the downtown financial district, there is no representative yacht broker in that section, and the Riggs Agency will be able to take care of the needs of their clientele.



It's no trick at all to pick out a good brush!

WHITING-ADAMS BRUSHES

with the famous stamp of WHITING'S or ADAMS on the handle guide the beginner to the best brush selection just as surely as the feel of the bristles tells the whole story to the professional painter.

WHITING-ADAMS BOSTON
BRUSH MAKERS FOR 118 YEARS

INTERNATIONAL—16

A STURDY ENGINE FOR RUNABOUTS, CRUISERS AND WORK BOATS

The International—16 is built from the ground up for marine service. Four cylinders, four cycle. Bore 3 3/4 in.; stroke 4 in. Develops 10 H.P. at 500 R.P.M. and 18 H.P. at 1200 R.P.M. You can depend upon the International for steady and economical service through many years. It runs smoothly, quietly, powerfully and free from vibration. It is easy to start and easy to control because it is so flexible. And the price is within reach of any one's pocket.

JOES ENCLOSED REVERSE GEAR OPTIONAL AT \$75.00 ADDITIONAL

ELECTRIC STARTING OUTFIT COMPLETE \$100.00 EXTRA

Write for full particulars

SUTTER BROS.

Successors to

INTERNATIONAL—16

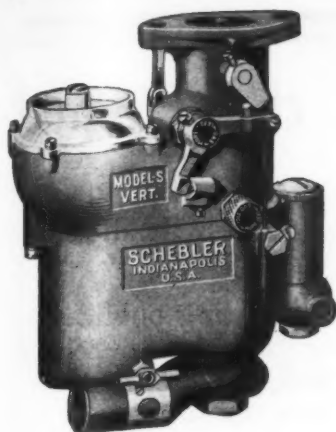
44 Third Avenue New York, N. Y.
Export Agent: Miranda Bros., 132 Nassau Street, New York

SEOXYL Booms MotorBoating!

By PREVENTING Seasickness

SEOXYL (pronounced SEE-OX-ILL) is different—positively prevents seasickness under any and all conditions. Harmless, too—a physician's prescription. If your Druggist does not carry it, send us \$1.00 for 10 days' supply. Satisfaction guaranteed or money refunded. Always carry Seoxyzl in your emergency kit!

SEOXYL SALES CO., Ltd., Dept. H, 11 B'way, N. Y.



a world-wide service organization



Schebler is represented throughout the world. For more than twenty-five years now Schebler Carburetors have enjoyed a big demand in export trade for automobile, motor boat, motorcycle and industrial service. Well-established firms of the finest type in every country have naturally become trained representatives of Schebler.

Today, when America is supplying engines to the entire world, Schebler's strong connections in all important foreign markets become a great asset to American organizations. Replacement sales in 1925 of Schebler Carburetors in export trade totalled nearly 40 per cent. of our replacement sales in the United States, indicating the size and activity of foreign dealers.

These strong export connections and the fine service representation for Schebler throughout the United States makes Schebler's service world-wide. Schebler service has made an advance of great importance in the last two years, and is developing rapidly.

Manufacturers using Schebler Carburetors as standard equipment get other very important values—like world-wide service—in addition to *exact* carburetion, and the all-around splendid performance which that insures.

WHEELER-SCHEBLER CARBURETOR CO.
INDIANAPOLIS

1926—Schebler's Silver Jubilee Year—Established 1901

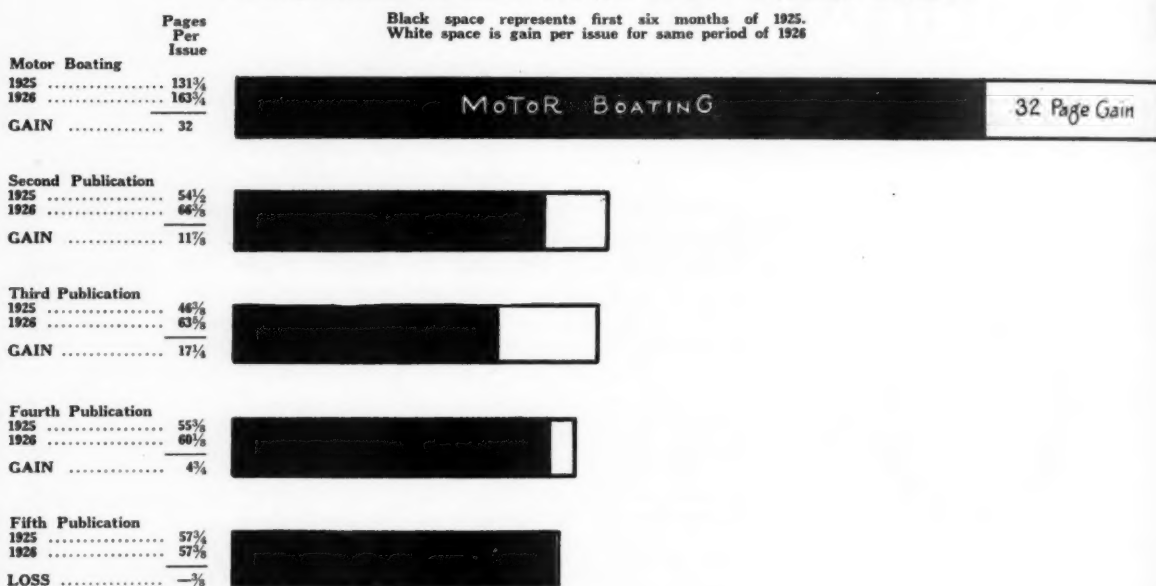
SCHEBLER
REG. U. S. PAT. OFF.
The World's **FINEST CARBURETORS**

Head and Shoulders Above the Crowd

That old bromide about "the proof of the pudding" is tiresome but true. The fittest *does* survive, water *does* find its own level, the race *is* to the swift, the battle to the strong.

MoToR BoatinG has been increasing its lead over all other boating publications in volume of advertising, year after year, growing at the rate of 10 per cent. to 12 per cent. a year. Its gain for the first six months of 1926 is greater than ever, averaging 32 pages per issue, nearly 25 per cent. increase over the same period of 1925. Here are the figures:

Average Volume of Advertising Per Issue—January to June



MoToR BoatinG is head and shoulders above all other boating publications in volume of advertising. It carries approximately two and two-third times the volume appearing in other magazines published for the same field. Chiefly because advertisers allot their appropriations according to the results produced by past advertising.

Advertising returns depend on quantity and quality of circulation, reader confidence, editorial interest and authority. These qualities have been consciously and intentionally built into MoToR BoatinG, slowly but surely, confident that advertising value and volume would follow as certain as the law of cause and effect.

What more do you need to prove that MoToR BoatinG absolutely dominates this rich and growing market? If you have a product which could be sold in this market it would be a pleasure to talk it over with you. Write for advertising rates and data.

MoToR BoatinG, 119 West 40th Street, New York, N. Y.

You can get Buda engines NOW

Buda high duty engines bring to boat makers and owners the quality of power they've long wanted for cruisers and runabouts—and deliveries can be had now.

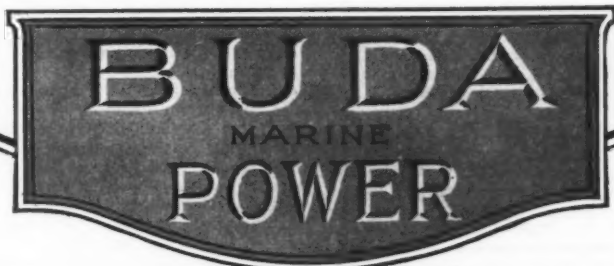
Ranging from 50-80 to 70-100 horsepower, these two sizes represent the best of modern engineering and manufacturing practice. Built for marine use, design and construction emphasize dependability and smooth and clean running.

Illustrated folder containing complete specifications will be gladly forwarded upon request.

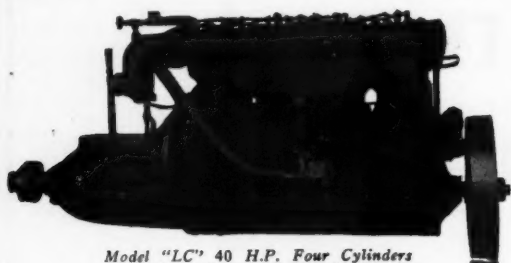
THE BUDA COMPANY, HARVEY CHICAGO SUBURB ILLINOIS
ESTABLISHED 1881

Eastern Distributors: Marine Equipment Supply Co., 116 Walnut St., Philadelphia, Penn.
Bowler, Holmes & Hecker Company, 259 Greenwich St., New York, N. Y.

Buda nation-wide service for Buda Marine Engines



NEW MODELS AND PRICES REGAL ENGINES



Model "LC" 40 H.P. Four Cylinders
Bore 6½", Stroke 8", Weight 2800 lbs.

Send Now for the latest catalog and price list of Regal Marine Engines. Several new models are announced for the first time in this catalog and they are priced so low as to make them the most pronounced values on the market. Regal engines operate on gasoline or kerosene, 2 H.P. to 50 H.P. One to four cylinders.

Write today for the new catalog

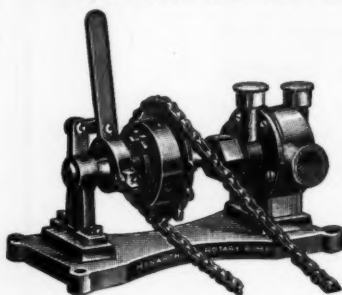
Also, ask about REGALITE, a ¾ K.W. air-cooled electric lighting plant for boats, homes and isolated buildings.

REGAL GASOLINE ENGINE CO.

74-82 West Pearl Street

Coldwater, Michigan

MONARCH POWER BILGE PUMP



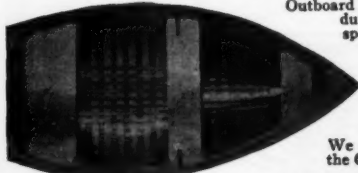
Fits all sizes of propeller-shafts.
Will not strain propeller-shaft.
Keeps your boat free of water.
May be used for flushing down decks or as an emergency fire pump.
Chain or belt drive.
We also have a complete line of Electric Pumps, with or without the Electric Self-Starter and Cut-Off.
Full particulars sent promptly upon request.

MONARCH VALVE & CARBURETOR CO.
112 FRONT STREET
BROOKLYN, N. Y.

Penn Yan Dinghies and Outboard Motor Boats

"Absolutely and Permanently Watertight"

WE are specializing on the mass production of outboard motor boats and dinghies, and also build the famous Babybuzz V-bottom outboard boats which are the fastest safe outboard boats built. The Penn Yan Outboard Boat is attractive and durable, with more speed than usual.



Pen Yan Dinghies are light, tight and seaworthy.

We are the builders of the Coast Guard Dinghies.

Famous Penn Yan Dinghies:

8'-Junior	—	Beam 42"	Depth 13"
8'-Standard	—	50"	17"
10'-	—	50"	17"
12'-Coastguard	—	52"	28"

Write for "FACTS ABOUT SMALL BOATS." It will interest you

Penn Yan Boat Co., Inc.
PENN YAN, N. Y.

Huck Says I Keeps Chap Sober

(Continued from page 41)

it was a hard thing for me to understand, because they allow drinking in England also, but you knows, Chap, that one of the greatest problems of the American people of today is how to get rid of Bottles. There is nothing that causes so much embarrassment. You doesn't like to put them in the waste barrel for two reasons. In the first place, you never can tell but that some neighbor may be a member of the anti-saloon league, spot you and have you incarcerated in jail. In the second place, the ash man may have a thirst, or he may tell some of his thirsty friends and they may break into your place and take your lick. In that case, you cannot say nothing to the police, and they is nothing that a American rather not lose than his lick, and all in all, it is pretty tough on the American citizen. So I figures the reason the Hudson is so full of bottles is because they comes from miles around and throws the bottles overboards, personally, themselves.

Anyways, the Thames is full of wood. Wood is worse than bottles because it doesn't have any neck to stand up and give an aid to navigation. Then besides this, the Limeys, in order that everybody in London could be there, they invites everybody out on the river that day. They all come. The Thames that day would make a speed boat race off the Battery look like the upper reaches of the St. Johns River. They has everything up there but the first line super-dreadnoughts. They was punts and shells and all the ways up to tramp steamers. The river it was crooked like a eel and they comes from all directions. In order to make it a little more exciting, they has a large number of patrol boats what crossed the course all the time just ahead of the racers.

When I sees, just before the race what was going on, I rushes around to the judges stand. A guard he stops me. I tells him I represents America and I must speak to the Chairman of the Regatta Committee at once. He says nothing doing; that Lady Whoosit and her Uncle, they was just arriving and that the judges they could not be interrupted saying howde do. So I waits. Just as I starts in again, the guard, he tells me that Sir Joshua Sneez and his wife was arriving and that THEY couldn't be interrupted. About this time somebody, he shoots the gun and you is off.

Well Chap, you gives a pretty fair account of the race in the last issue, so I will not give any better description. Your boats, they only went about ten miles an hour faster than anything else, but you make the mistake of not using circular saws instead of propellers. If you had only taken me into your confidence more, beforehand and let me look the ground over, why I could have split a coupla circular saws, put them on the end of the shaft and I am fully satisfied that you could have cut up all the firewood on the Thames and beat the race besides. As it was, you was licked, and in spite of your disappointment, I am glad to report to your readers that you did not fall under the influence of a certain feller that I might mention, and take a drink. You comes home as pure as you went, and this, it really justifies my making the trip with you.

But I'll tell you what we'll do Chap; if you want to go back and try it again next year, I will spend the winter turning out a good little flat bottomed boat in my shop in Jacksonville, we will put a little boiler plate around the bow and hang a coupla good outboard motors over the stern. Then let them bring on their wood. We will beat them yet!

New Eisemann Building in Detroit

The new Eisemann Direct Factory Branch building in Detroit is now being occupied. Ground was broken for the erection of the structure in April, and building operations were completed July 15.

The selection of the site at 6,511 Lincoln Avenue was made by officials of the Company after a careful survey of conditions in Detroit. It is accessibly located, in the heart of the growing automotive area surrounding the General Motors Building.

Combining attractive appearance and utility, the new building is a fine example of the modern type of housing for specialized service. Every provision has been made for the convenience of the customer.

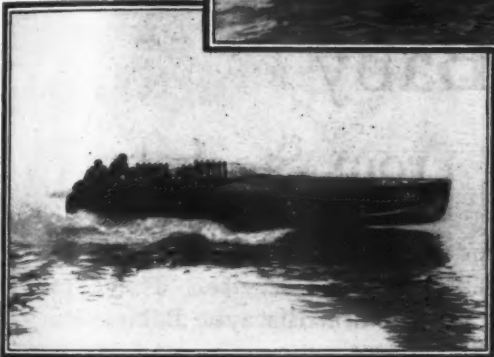
The parts stock room is well arranged; the space devoted to repair work is well kept, and there is a spacious garage in the rear with direct drive-in.

Irving W. Edwards, District Manager, is in charge and is assisted by a capable staff.

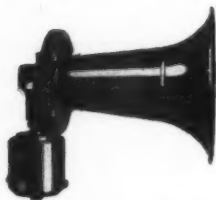
*Baby Bootlegger, 1925
Winner of Gold Cup*



*Packard-Chriscraft
1925 Winner of the International
Sweepstakes Trophy*



*Miss America II,
Holder of the Harmsworth Trophy*



Most Perfect of Warning Signals

Wonderful for its warning power, dependability and workmanship Klaxon model 20-L is a motor-driven horn without a competitor. Attractive in appearance, it is especially suitable for outside mounting and is guaranteed to give unfailing satisfaction. Factory list price, \$30.00.

Klaxon 20 Deck is the same as Klaxon 20-L, but has a demountable swivel bracket for use on a motor-boat deck. Factory list price, \$33.00.

Records of Delco Achievement!

For many years the records of the great power-boat racing classics in America have been records of the achievements of Delco Ignition.

A Delco-equipped boat, Baby Bootlegger, won the Gold Cup race in August 1925 at Manhasset Bay, Long Island. The international Sweepstakes Trophy, at Detroit, was won last September by Packard Chriscraft II, also equipped with Delco Ignition. In 1920, the last occasion on which the Harmsworth Trophy was raced for, it was won by Miss America II, with Delco Ignition.

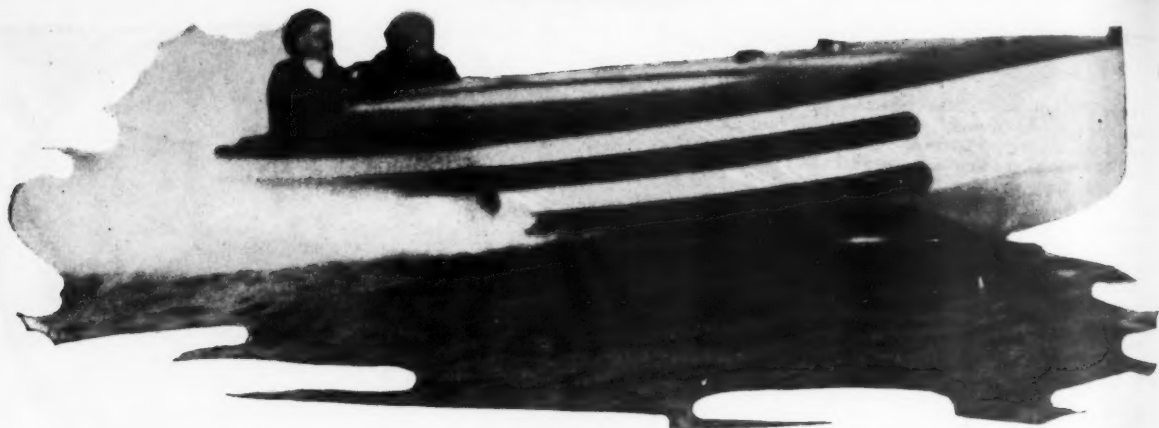
Delco can always be depended upon to give a superior, consistent performance, no matter to what tests it is subjected.

And that is why Delco Marine electrical equipment is preferred by so many of the country's leading power-boat designers.

THE DAYTON ENGINEERING LABORATORIES CO.
DAYTON, OHIO, U. S. A.

Delco

STARTING LIGHTING IGNITION
FOR MARINE ENGINES.



Enjoy A Prize Winning Biscayne Baby

Immediate Delivery From Stock

YOU can now own one of these fast eighteen-foot runabouts, combining thrilling speed, moderate cost and real utility for all runabout service. They are constructed by the original designers and builders of the first Biscayne Babies, ten of which raced at the 1925 Miami Beach Regatta and ten others participated in the Manhasset Bay Regatta last summer. These boats were such a success and attracted so much attention last year that another race for this class was held this year at Miami Beach and others are planned for coming Regattas in the north.

Powered with Scripps Junior Gold Cup motors, Biscayne Babies give a speed of 40 miles or better. They are staunchly constructed of the finest of materials, mahogany planked and salt water equipped. Your Biscayne Baby is ready and can be shipped immediately via rail or boat to any point in the United States. Price, \$2,800 complete.

*One of the 1½ liter boats
built by Purdy for the
Duke of York Trophy
Race*

PURDY BOAT COMPANY
PORT WASHINGTON, N. Y.



Red Wing Thorobred
THE MOTOR WITH POWER TO SPARE

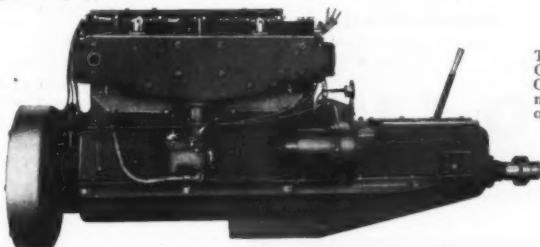
"Dartnell" With Big Chief Red Wing Thorobred Wins Chicago Clubs' Cruiser Race



"DARTNELL" 45' x 11' x 3' double cabin cruiser, powered with a single Big Chief Special 75-90 H.P. four-cylinder, four-cycle THOROBRED. Normal speed 12 M.P.H. Built by Dachel-Carter Co., Benton Harbor, Mich., and owned by J. C. Aspley, of the Dartnell Corp., Chicago.

Finishes 206-mile race on Lake Michigan, from Chicago to Sturgeon Bay, Wis., within four seconds of estimated time and without fluctuating three revolutions per minute for entire run. A remarkable record of boating consistency, but characteristic of the reliability and steadiness of Red Wing motors in general. Let us recommend the proper size and type Thorobred to give your boat this same brand of dependability. Write today for full facts.

5"x7" and 5 3/4"x7" Big Chief sizes in both 4 and 6 cylinders. Also built twin screw from ground up.



The four-cylinder, four-cycle Big Chief Special, 75-90 H.P. THOROBRED unit power plant, which made possible the wonderful record of the "Dartnell" in the recent Race. Also built in six cylinders.

**Immediate Deliveries
All Sizes Now.**

CLASS OF SERVICE	SYMBOL
TELEGRAM	
DAY LETTER	BLUE
NIGHT MESSAGE	NITE
NIGHT LETTER	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
TELEGRAM	
DAY LETTER	BLUE
NIGHT MESSAGE	NITE
NIGHT LETTER	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

RECEIVED AT

53 RX R 50 BLUE

STURGEON BAY WIS 1052A JULY 26 1926

RED WING MOTOR CO.

RED WING, MINN.

DARTNELL WITH BIG CHIEF SPECIAL RED WING THOROBRED WON FIRST PLACE CHICAGO YACHT CLUBS CRUISER RACE TO STURGEON BAY MAKING TWO HUNDRED SIX MILE RUN WITHIN FOUR SECONDS OF COMPUTED TIME ENGINE PERFORMED PERFECTLY WITHOUT FLUCTUATING THREE RPM FOR ENTIRE RUN STOP TEN ENTRIES COMPRISING BEST AND BIGGEST POWER BOATS FROM ALL CHICAGO CLUBS

J C ASPLEY

1239P

12 THOROBRED SIZES IN TWO, FOUR AND SIX CYLINDERS, 7 TO 150 H.P.

Complete Catalog Free on Request

RED WING MOTOR CO.

Dept.
"B"

RED WING, MINN., U. S. A.



A Light that's Built for Boats!

When you're coming alongside a strange dock after dark, or trying to pick up an elusive buoy—let JACK-O-LITE help you!

JACK-O-LITE is a real electric light, without batteries. Makes its own electricity. Just turn the crank: a sturdy, spring driven magneto type generator does the rest. Gives 3 minutes' strong light from 10 seconds' winding, and can be kept burning indefinitely. Never "burns out" the battery lights.

JACK-O-LITE's a born sailor, too. Water, oil or dirt won't short-circuit it. Drop it overboard—fish it out—wind it up—it's good as ever!

Try JACK-O-LITE on your boat. Shipped prepaid on receipt of price—your money back after ONE WEEK'S TRIAL, if you say so. Patented and guaranteed.

Folder on request

**Slaymaker
Manufacturing Co.**
3273 Woodland Avenue
Philadelphia, Pa.

JACK-O-LITE

A NEVER-FAILING SOURCE OF LIGHT



"Yes, we have a Matthews Electric Light Plant"

Owners of the finest craft with long experience of Matthews dependability say it with pride.

There's nothing like a Matthews plan: for comfort, safety, convenience, economy. Twelve years experience—our "built for boats" that's why.

Two popular marine models: Model "HR" (illustrated) husky, compact, light in weight, generates 400 watts (20-20 watt lamps) and Model "KHM," 1000 watts (50-20 watt lamps) both fully described in our new folder sent free on request.

Write for it or send your order for plant you prefer.

Matthews Engineering Co.
Sandusky, O.



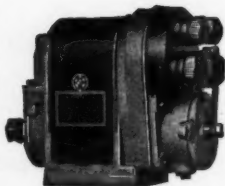
Model "HR" 400 watts. Ample current for 20-20 watt lamps.

B O S C H



Trade Mark

This trade mark on a starting, lighting or ignition unit or part stamps it as a genuine Bosch Product—backed by the Bosch guarantee of dependable service.



AMERICAN BOSCH MAGNETO CORP.
Main Office and Works: Springfield, Mass.
Branches: New York Chicago Detroit San Francisco

The New Universal Superfour

(Continued from page 46)

pounds, complete with reverse gear and electric starting equipment. Made in three types, the medium speed machine will deliver 30 h.p. at 2,000 revolutions, the high speed machine 40 h.p. at 2,800 revolutions, while the special racing job on a weight of only 300 pounds, will develop 50 h.p. at 3,100 revolutions.

The reduction in weight in the engines has been made possible by casting the cylinder block separate from the crankcase. Aluminum has been used in all places possible, such as the crankcase, base, reverse gear, flywheel cover, etc. This construction simplifies the repair as it is possible to get at the inside of the engine, by removing the cylinder block, without the need for taking the engine out of the boat. Special aluminum alloys have been used on these engines, which are free from all metals which are affected by salt water. This feature permits producing the motor with aluminum equipment as standard for use either in salt water or fresh water.

The famous Ricardo type cylinder head is responsible to a large extent for the horsepower developed by the Superfour Engine. It is claimed that the design of the Ricardo head is such that it creates a whirling motion or turbulence of the incoming gases, and on the compression stroke, this turbulence is reversed, causing a better mixture of the fuel, with oxygen, resulting in a stronger and more effective explosion, giving increased power at reduced fuel consumption, as well as practically eliminating the formation of carbon.

The heavy construction of the Superfour Engine calls for a crankshaft two inches in diameter with three large main bearings in which the crankshaft operates on the film of oil without metal-to-metal contact. The camshaft is of the same construction with three large bearings to which oil is forced under pressure.

The bearings on the crankshaft are two inches in diameter, with a length of 2½ inches for the front and rear, and 2 inches for the intermediate bearing. The camshaft bearings are also very large in proportion.

All main bearings, connecting rod bearings, and camshaft bearings are what is known as floating bearings, that is, the parts literally float on the film of oil without actual metal-to-metal contact. Oil is forced under high pressure to all bearings by a gear oil pump which is submerged in the base and driven off the camshaft by bevel gears.

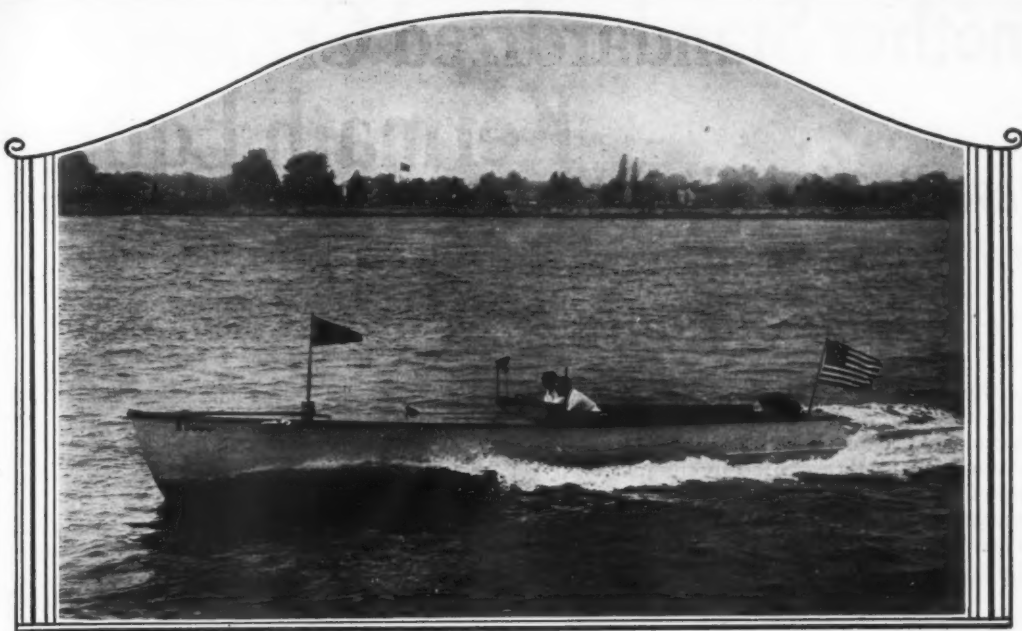
In order to eliminate vibration and to reduce wear on bearings at high speed, the designers used forged duralumin connecting rods, and die cast lynite split skirt pistons to secure extreme lightness in weight for reciprocating parts, and at the same time retain the strength of steel.

One of the new and interesting features is the Thermoilator, which not only cools but also cleans the oil. This feature makes possible better performance and also prolongs the life of the motor.

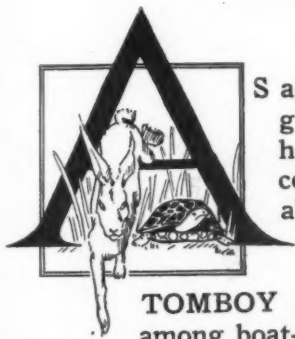
Another unique feature incorporated in the Superfour is the hand sump pump which is conveniently located so that the old oil in the base can be drained out in a jiffy with just a few strokes of the pump. The importance of renewing oil at regular periods, and not merely adding new oil to old oil can be appreciated from the statement of one of Uncle Sam's leading authorities on lubrication: "2 quarts of good oil added to 1 quart of poor oil makes 3 quarts of poor oil."

Realizing that changing oil was one of the messiest jobs of boating, the manufacturers of the Superfour have provided the hand sump pump as standard equipment in order to make it easy to change oil at regular intervals, and thereby prolong the life of the motor.

Other features of the Superfour are the water cooled exhaust manifold, breather pipe tube connecting crankcase to carburetor intake, inclosed flywheel and water pump, mounted on stern end, and driven at one-half engine speed. Paragon reverse gear and Bosch 6-volt electric starting, lighting, and ignition are supplied as standard on the Model GLS 15-30 h.p. medium speed job and the Model GLH 20-40 h.p. high speed job. The Model GLR special racing job for 151 class hydroplanes is furnished without reverse gear or flywheel cover. A special racing magneto with double spark and impulse coupling is used in place of the battery ignition. A special exhaust and intake manifold with individual exhaust stacks and two 1¼-inch Zenith carburetors add additional power. The cylinder head is of considerable higher compression than on the standard job. The lubrication on the racing job is also special, as a dry sump is used, and the two special oil pumps are mounted on the stern end, and directly connected to the camshaft.



Combining the Qualities of the Hare and the Tortoise



TOMBOY is so popular
among boat-owners.

It is seldom that one finds any boat combining speed and sea-worthiness to such an extent as does the **TOMBOY**, a 32-ft. runabout. Graceful in every line, staunch in construction, it is an ideal boat for summers on

So agile . . . trim . . . graceful as the hare; as sturdy . . . constantly dependable as the tortoise, —that is why the **CHANCE**

river, sound or sea-shore, and winters in Florida waters.

A 14-foot cockpit seats ten people comfortably. Available with wind-shield and top to be entirely enclosed, cots can be set up on board with full privacy and protection on overnight camping parties.

Maintains a speed of 21-25 miles per hour. Furnished with **CONTINENTAL - VAN BLERCK, WISCONSIN White Cap, or KERMATH** motors. Choice of any other power plant desired.

Initial price is moderate,—upkeep surprisingly low. Write for specifications and blueprints.



WEE YACHT

A double-cabin, bridge-deck, 38-ft. cruiser with remarkable accommodations and comfort for a boat its size. Sleeps from four to seven people comfortably, depending on model. Speed limited only by engine you choose.

CHANCE

MARINE CONSTRUCTION COMPANY

ANNAPOLIS, MD.

South Florida Distributor: Ewing Easter
Cocoanut Grove, Florida

Another Standardized Cruiser— Kermath Equipped

*These Portland Yacht-
yard Express Cruisers
are Fast and Elegant*

Power by Kermath was chosen for these fast 20-mile-an-hour double cabin express cruisers because Kermath power is a known quantity represented by the integrity of a large organization back of it. When you own a Kermath you know you own the best. Choose Kermath first. It will always repay you.

Thirteen Sizes in Motors—
A Motor for Every Boat

3 H. P. to
150 H. P.

\$135 to
\$2150

KERMATH



THE PORTLAND YACHTYARD
INCORPORATED
PORTLAND, CONNECTICUT
ON THE CONNECTICUT RIVER OPPOSITE WOODSTOCK

ALL APPOINTMENTS FURNISHED WITH STAINLESS STEEL, RUBBER OF THE ELASTICITY OF OTHER GUMS BEHIND OUR PATENT

Mr. J. B. Farr
Kermath Manufacturing Company
5899 Commonwealth Avenue
Detroit, Michigan

Dear Mr. Farr:

The first of the Portland - Connecticut Yacht-
yard Express Cruisers was launched last Friday, and I had
the pleasure of going on a week-end trip with the owner and
his wife. The boat is a 32 foot double cabin with bottom and
your six cylinder 100 horse power Kermath. This cruiser is one
of the sweetest things I have ever had beneath a bridge deck.
made our 20 miles per hour in so effortless a manner that we
could, without question, do it indefinitely. I have handled
express cruisers since they were first drawn by
Billy Hand in 1915, and for fast performance and speed by hat
is off to Kermath.

Very truly yours,
W.S. Cornell, Jr./G

July 19, 1926

NEW YORK
50 W. 17th Street
Display Rooms

[KERMATH MFG. COMPANY]
5899 Commonwealth Ave. . . . Detroit

TORONTO
11 E. Wellington St.
Branch

“ A KERMATH ALWAYS RUNS ”

Advertising Index will be found on page 188

A KERMATH

ALWAYS RUNS

The Kermath Marine Motor has an unusually high standing. Whether in Boston or Bombay you will find Kermath users just as enthusiastic as you will find scores of them in Detroit.

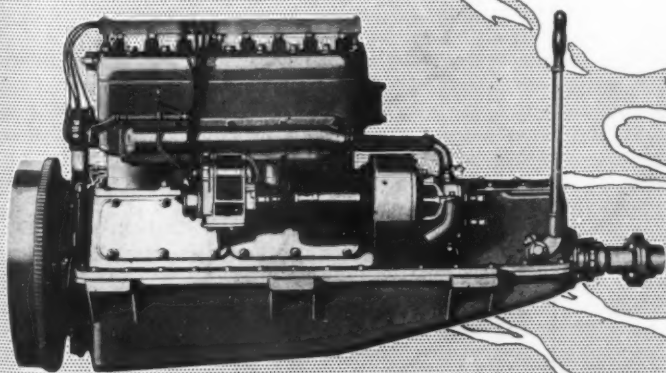
There can be but one reason for this. Kermath's reliability. Whether east or west—at the ocean or on the lake—in torrid heat or frigid areas—at high altitude or sea level—it makes no difference. Each Kermath is always the same—reliable—economical—fool-proof—and an all around joy to own and operate.

3 to 150 H.P. Write us today for full particulars.
\$135 to \$2150

f.o.b. factory

"A Kermath Always Runs"

KERMATH MANUFACTURING CO
5879 COMMONWEALTH AVE., DETROIT, MICH.
11 E. WELLINGTON STREET, TORONTO, ONT.
New York Display Rooms
50 WEST 17TH STREET, NEW YORK CITY





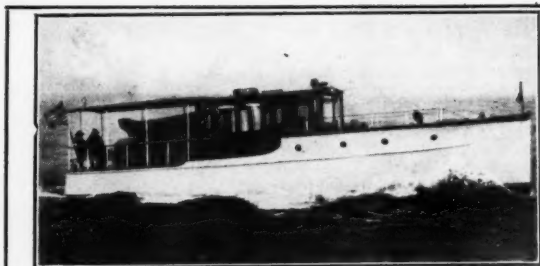
CROSS OIL COOLER Protects Your Engine

A SCIENTIFIC and efficient means for cooling and rejuvenating your motor oil. Returns oil at proper temperature.

CROSS
PRODUCTS
Motors "Cross-
Kysor"
Reverse Gears
Reduction
Gears
Gear Boxes
Oil Cooler

Guaranteed to pay for itself in a season's run in cost of oil formerly wasted through evaporation.

Cross Gear & Engine Co.
3260 Bellevue Avenue
Detroit, Mich.



Rochester Enclosed Bridge 45-Foot Cruiser
Standardized cruisers, 33, 36, 40, 45, 50, 55 and 62 feet, and runabouts 24, 28 and 30 feet in length. Special or custom jobs any size or type up to 150 feet in length.

ROCHESTER BOATS WORKS, INC.
16 CHARLOTTE STATION ROCHESTER, NEW YORK
Foreign and domestic territory open for responsible dealers.

BRASS YACHT BINNACLE

Octagonal and Hexagonal Skylight Shelf Binnacle, with central electric cap and spare oil lamp and holder; conical brass hood for night; brass cylinder with base flange to fit on shelf. Can be fitted for underlight.

For more than seventy years Ritchie compasses have been the choice of experienced navigators. Our catalog will show you the one best suited for your needs. Send for a copy today.

E. S. RITCHIE & SONS

OFFICE and FACTORY:
110 Cypress St. Established 1859 Brookline, Mass.



Comfy An Able Cruiser

(Continued from page 38)

Material and Workmanship—In carrying out these specifications it is understood that all materials and workmanship shall be first class in every respect and of the best quality.

All woods shall be sound, well seasoned, clear of all defects and of a kind and quality suitable for the purpose intended.

Any defective workmanship or material will be rejected at whatever stage of the work it may be discovered and any such rejected work or materials must be made good by the Builder at his expense to the complete satisfaction of the Owner, or his representative.

Inspection—The work of construction shall at all reasonable times be open to the inspection of the Owner, or his representative, and the Builder shall allow every opportunity and facility for such inspection of the work as may be required by the Owner or his representative.

Plans and Specifications—It is intended that the plans and specifications shall agree, each with the other, but in case any work is shown in one and not called for in the other, or vice versa, it shall be considered as being contained in both and shall be done by the Builder without extra charge.

The Owner shall have the right to make any desired changes from the plans and specifications provided the extra cost incurred by such changes, or any reduction of cost, shall be agreed upon in writing before the changes shall be made in the work.

No charge for extra work shall be made unless a written order describing such shall have been given by the Owner.

General Dimensions: Length over all 32 feet, length water line 31 feet, beam, extreme, 9 feet, draft extreme 3 feet.

Hull Construction

Keel—White oak, in one piece, sided 4 inches and moulded as shown on plans.

Keel Batten—White oak, in one piece, sided 3 inches and moulded 1 inch. To be fastened to top of keel with galvanized boat nails, closely spaced.

Rabbet to be cut in keel at proper bevel to take planking; keel batten to form back rabbet.

Shaft Log—White oak, in two pieces, fitted with white pine stopwater tongue; moulded 9 inches and sided as necessary to take sleeve for shaft.

Deadwood—White oak, fitted between keel and shaft log, sided 4 inches and moulded as shown on plans. To be thoroughly drift bolted with galvanized iron rods.

Stern Timber—White oak, fitted to top of shaft log, sided 4 inches and moulded as shown on plans. Side pieces to be fitted to form back rabbet for planking.

Stern Post—White oak, moulded 9 inches and sided as necessary to take shaft sleeve and stern bearing. To be morticed into keel and stern timber and thoroughly bolted in place.

Stern Transom—White oak, 1¼ inches thick, shaped as shown on lines and fitted with three oak stiffeners on inside. Fastened to stern timber with an oak or hackmatack knee sided 4 inches and shaped as shown on plans.

Stem—White oak, sided 4 inches and moulded as shown on plans. Fitted to keel with an oak knee sided 4 inches and moulded as shown on plans; thoroughly bolted.

Rabbet to be cut in stem and stem knee to take planking.

Frames—White oak, 1½ by 1½ inches spaced 10 inches center, steam bent to shape. Frames forward and aft to be bevelled as necessary to fit planking. Heels of frames morticed into keel batten and securely fastened.

Floors—White oak, spaced one to every pair of frames, 1¾ inches thick and moulded about 5 inches over keel, as shown on plans. To be riveted to frames and drift bolted to keel.

Floors under engine foundation to be sided 2¼ inches and cut out for engine base as necessary.

Engine Foundation—White oak, 3 inches thick and moulded as shown on plans. To be about 7 feet long and to be notched down over floor frames and securely through bolted.

Bilge Stringers—Yellow pine, 1½ by 3½ inches, tapered at ends to 1 by 2½ inches. To be in single lengths if possible. Two on each side as shown. Fastened to frames with through rivets.

Clamps—Main clamp to be yellow pine, 1½ by 4 inches tapered to 1 by 3 inches at ends. To be in single lengths each side, located at height shown on plans.

Upper clamp to be yellow pine, 1½ by 4½ inches, extending from stem to end of raised deck, riveted to heads of frames.

Deck Beams—White oak, 1½ by 1¾ inches, sawn to crown

(Continued on page 126)



Enjoy the
Comforts
of Home
Travel via

Matthews

STANDARDIZED CRUISERS

Matthews "38" Standard Single Cabin accommodates 4 to 7.
Matthews "38" Sport Fisherman accommodates 4.
Matthews "38" Day Cruiser accommodates 7.
Matthews "38" Special Double Cabin accommodates 8.
Matthews "38" Special Double Cabin Deck House Cruiser accommodates 9.

CRUISE to Florida and the tropics this winter aboard a Matthews "38," the most comfortable boat of its size for extended cruising.

With the Matthews "38" you can travel while enjoying home privacies, in comfort and safety equal to any form of transportation ashore. Anchor where you please; sleep when you want to; and have your meals at any time.

Complete galley that rivals the kitchen at home; Pullman berths that are actually beds; full length clothes closets; complete toilet with wash basin, mirror, medicine chest, etc.; and a big spacious canopy-sheltered cockpit where you can rest and view the scenery or angle for fish. The living accommodations are ample for four to seven people.

We shall be pleased to send you literature with detailed descriptions and specifications.

THE MATTHEWS COMPANY

Designers and Builders of Boats of Distinction

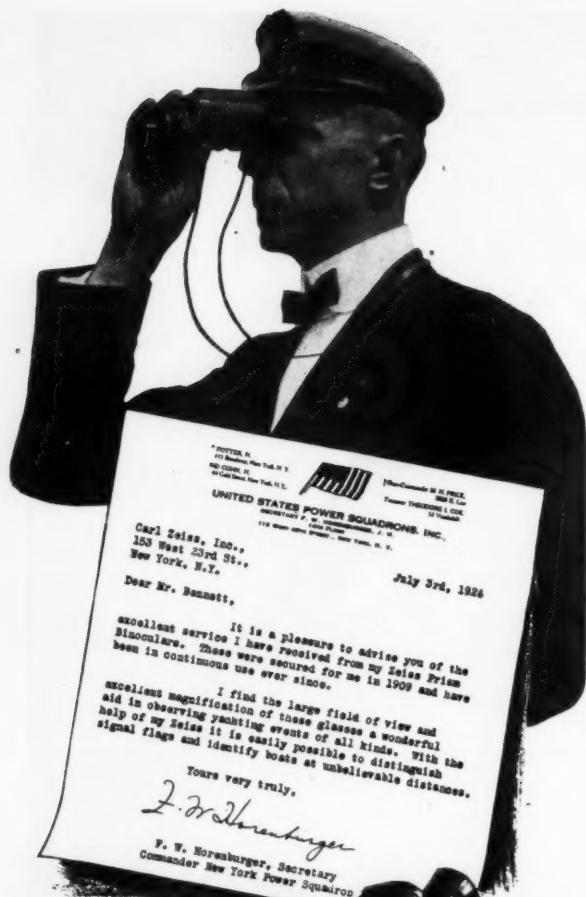
PORT CLINTON

OHIO

Distributors of Matthews "38's" who would gladly show you a boat are:

Bruns, Kimball & Co.
50 West 17th St., New York and
102 So. 4th St., Philadelphia
Hacker & Fermann, Inc.
6304 E. Jefferson Ave., Detroit
W. V. Masson
407 Piper Bldg., Baltimore

Volney E. Lacy
Charlotte Station, Rochester, N. Y.
Walter H. Moreton Corp.
1045 Commonwealth Ave., Boston, and
42 Franklin St., Providence, R. I.
Stephen F. Murphy
Alexander Bldg., San Francisco
Seaboard Ship Brokerage Corp.
West Palm Beach, Fla.



ZEISS

Prism Binoculars

(Wide-Angle Models)



A CARL ZEISS *Wide Angle* Binocular, with it greatly enlarged field of view, its unusual light gathering ability and sharp definition, will enable you to clearly distinguish signal flags and other objects at unbelievable distances—even at night.

This famous glass with the exclusive *Wide Angle* feature outperforms any other glass. Zeiss is the overwhelming choice of leading navigators and yachtsmen.

Let one of the new model Carl Zeiss *Wide Angle Prism* Binoculars contribute to your greater enjoyment of life on land and water.

Ask your dealer, or write to us for illustrated catalog.

CARL ZEISS, Inc.

153-N. West 23rd St., New York

Comfy An Able Cruiser

(Continued from page 124)

of 12 inches in 9 feet at aft end of raised deck and reduced forward to give height of deck crown as shown on plans.

Ends of beams to be morticed into upper clamp and well fastened.

Cockpit beams to be same size as deck beams; fitted with center strongback and stanchions to keel.

Hatch and skylight openings to be framed in as shown on plans.

Planking—Selected white cedar in long lengths and narrow strakes. To be $\frac{3}{4}$ inches thick when finished. Butts to be well shifted and to be made on oak butt block fitted between frames and double fastened.

Planking to be fastened with brass screws, copper nails, riveted over burrs, or with galvanized boat nails as agreed between owner and builder. All fastening to be countersunk and plugged with cedar bungs.

Planking to be hollowed on inside to fit curve of frames and rounded on the outside to required thickness.

Planking to be planed, seams caulked with cotton, payed with white lead paint and filled with white lead putty.

Outside of hull to be carefully planed, scraped and sand-papered perfectly smooth and fair to the complete satisfaction of the owner.

Deck—Top of raised deck to be $\frac{3}{4}$ inch tongue and groove white pine or cedar in narrow planks, laid straight fore and aft and fastened with galvanized nails, heads countersunk and covered with putty.

Deck to be planed smooth and covered with 10 oz. canvas in one piece, laid in thick paint or marine glue, thoroughly stretched and fastened with copper tacks.

Cockpit deck, bridge deck and aft deck to be white pine, $\frac{7}{8}$ by 2 inches, laid straight fore and aft, seams caulked and filled with putty. To be painted or finished bright as directed by Owner. Flush hatches to be fitted where shown.

Cockpit—Sides of cockpit to be ceiled with $\frac{3}{4}$ inch cypress or mahogany as directed by Owner. Seats to be built in on either side and across aft end as shown on plans, traps fitted in tops to give access to lockers under. Fronts to be staved with tongue and groove mahogany or cypress as directed by Owner.

Bridge deck to be fitted in cockpit on starboard side as shown, with removable hatch over motor and hatch to ice chest as shown.

Mahogany backboard at aft end of cockpit. Flush hatch in cockpit floor over reverse gear. Lead pipe scuppers fitted at aft end to drain overboard.

Deck Fittings—Main companionway slide and doors, skylight over main cabin, and hatch over toilet room to be made of mahogany. Flush manhole plate over chain locker in bow to be galvanized or brass as directed by Owner.

Check rail at bow, upper sheer moulding and rail cap on each side of the cockpit to be mahogany. Screens for side lights to be mahogany.

Towing bitts aft to be oak, 4 by 4 inches, fitted with $\frac{1}{4}$ inch brass pin.

Forward bitts to be a stock hardware fitting, similar to Durkee Fig. 178.

Flag pole sockets at bow and stern, mooring chocks, cleats for fenders, to be brass or galvanized as directed by Owner.

Lower guard to be oak, half oval section, about 1 by 2 inches.

Awning frame to be of $\frac{3}{4}$ inch galvanized iron pipe with all necessary fittings. To be made as per details. Covered with khaki canvas.

Signal Mast—Mast to be about 15 feet long, 3 inches diameter at deck, tapered to $1\frac{1}{2}$ inches at truck. To be stepped on top of deck in suitable socket. Fitted with headstay and two side stays of $\frac{1}{4}$ inch diameter wire rope fitted with galvanized turnbuckles. Signal yard to be 6 feet long, 2 inches diameter at middle and $1\frac{1}{2}$ inches at ends.

Rudder—Rudder blade to be $\frac{3}{16}$ inch galvanized iron plate fitted to $1\frac{3}{4}$ inch diameter galvanized iron rudder stock. Rudder port to be a piece of heavy galvanized iron pipe threaded through stern timber, upper end fitted with a stuffing box gland.

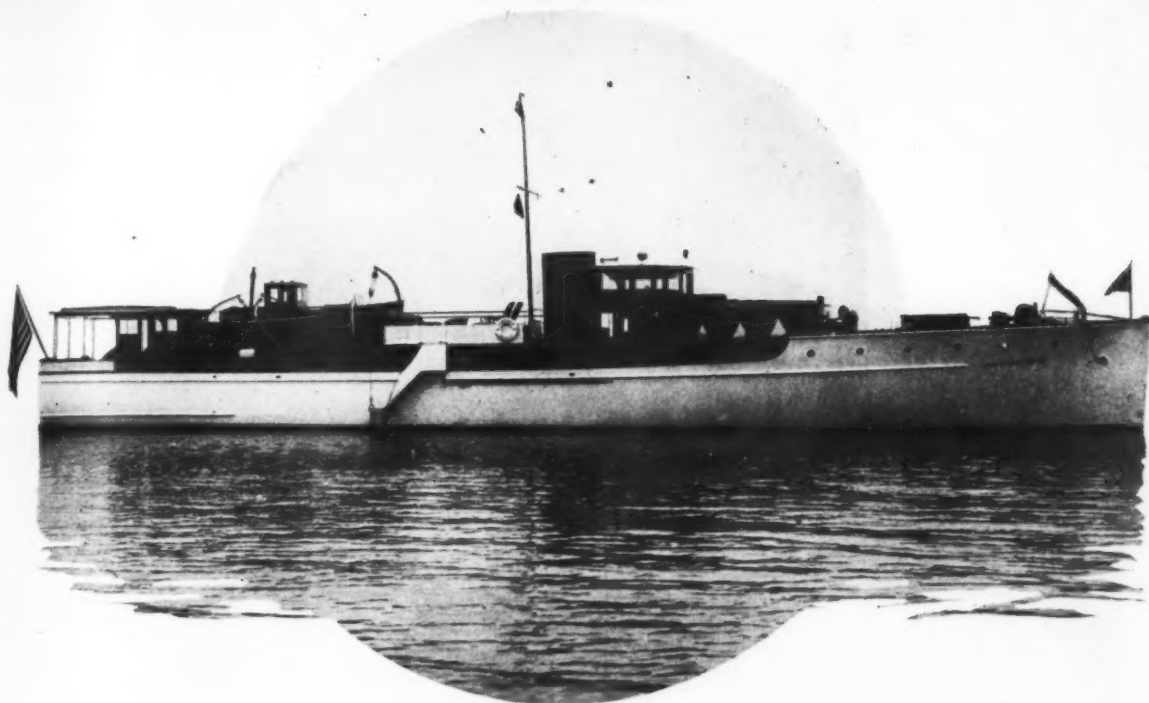
15 inch galvanized quadrant fitted to head of rudder as per details.

Lower end of rudder stock fitted to heel bearing in skeg bolted to bottom of keel.

Tiller ropes to be extra flexible galvanized wire rope lead over large diameter sheaves to steering gear at forward end of cockpit; fitted with turnbuckles for taking up slack.

Steering gear to have sprocket and chain fitted to bronze shaft with 18 inch diameter steering wheel as shown, controls for spark and throttle fitted to steering wheel.

(Continued on page 132)



Edamena IV

Designed by Walter J. McInnis while Chief Naval Architect for Geo. Lawley & Son Corp., now of

ELDREDGE-McINNIS, Inc.

EDAMENA IV is one of the latest of the many handsome yachts now afloat, built under the supervision of Eldredge-McInnis, Inc. Edamena IV is a 100-foot sea-going yacht with unusually comfortable accommodations for extended cruising. Owned by Mr. E. P. Charlton, Acoaxet, Massachusetts.

When you employ this organization to design and supervise the construction of your yacht, you get the benefit of the broadest experience and the closest contact with actual building operations offered by any firm specializing in fine yacht architecture.

For other boats, we point with pride to the Scamper, owned by Nelson Doubleday; also the ACF 35 and 41 cruisers, the JW-38 and several other outstanding boats of this size.

Let us submit photos or sketches prepared according to your special requirements.

ELDREDGE-McINNIS, Inc.

ALBERT E. ELDREDGE
Formerly Vice-President
and General Manager
George Lawley & Son Corp.

WALTER J. McINNIS
Formerly Chief Naval Architect
and Assistant General Manager
George Lawley & Son Corp.

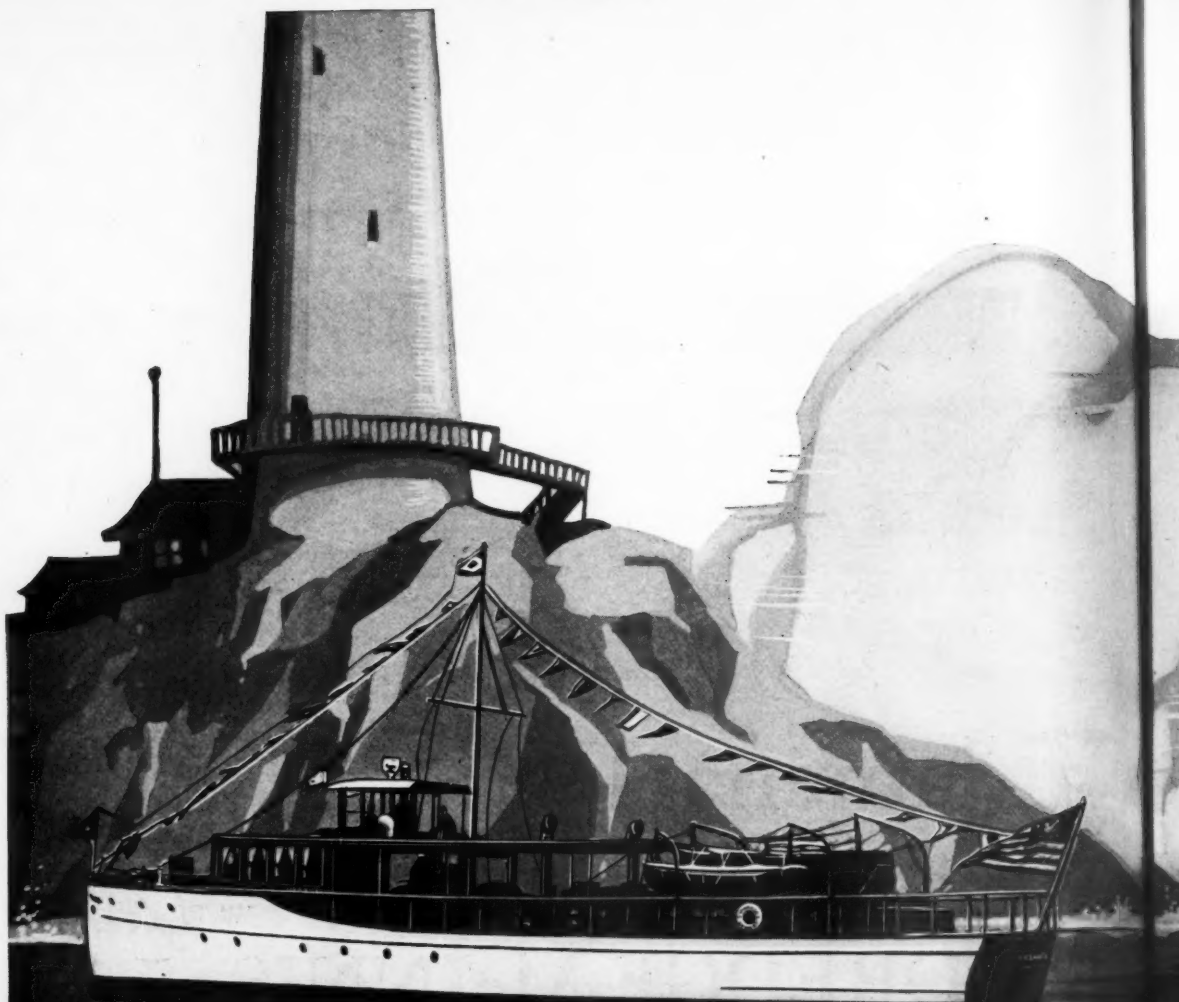
Naval Architects

Yacht Brokers

Engineers

160 STATE STREET, BOSTON, MASS.

When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York



The "Vasanta" here illustrated was designed and built by Consolidated for Mr. Geo. M. Fynchon and is powered with two 300 H. P. Speedway engines, giving a cruising speed of eighteen miles per hour.

A CONSOLIDATED built boat is always recognized as something distinctive and apart—a craft in which the owner may take very special pride. The facilities of Consolidated are at the disposal of yachtsmen satisfied with nothing less than superlative refinement in every detail.

An illustrated folder on any type of boat in which you are interested, from the celebrated Consolidated Playboat to a sea-going yacht, will be sent on request.

CONSOLIDATED SHIPBUILDING CORPORATION

*The Largest Plant Producing Complete Pleasure Boats
and their Propelling Machinery*

MORRIS HEIGHTS, NEW YORK



When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York

Order that BANFIELD CRUISER NOW!



"ROMPER"
34-Ft. De Luxe Model Cruiser
Powered with Twin F-6 Scripps
Mr. Thomas J. Prindiville of
New York, Owner.

BANFIELD Thirty and Thirty-Four Foot Cruisers are proclaimed to be the most practical and useful boats built today for Florida and Southern waters. For general cruising or for big game fishing these boats have no equal. Extreme seaworthiness, speed to take you out quickly where the big fellows are, shallow draft and the unusual safety qualities of these famous boats make them greatly in demand for Florida.

Orders can be accepted for but a few more of the Thirty and Thirty-Four Foot Cruisers. We caution you not to delay in getting your order in before it is too late. Don't be disappointed like you were last year.

30 FOOT CRUISER
PRICE COMPLETE LESS MOTOR
\$4,500

F. O. B. ATLANTIC HIGHLANDS, N. J.

Powered with

100 H.P. KERMATH; SPEED, 18 M.P.H., \$5,950
70 H.P. TWIN SCREW, KERMATH; SPEED 22 M.P.H., \$7,200
100 H.P. F-6 SCRIPPS, TWIN SCREW; SPEED 25 M.P.H., \$7,300
200 H.P. HALL-SCOTT; SPEED, 30 M.P.H., \$8,250

34 FOOT DE LUXE MODEL
PRICE COMPLETE LESS MOTOR
\$6,500

F. O. B. ATLANTIC HIGHLANDS, N. J.

Powered with

100 H.P. KERMATH; SPEED, 15 M.P.H., \$7,950
70 H.P. TWIN SCREW, KERMATH; SPEED, 18 M.P.H., \$9,200
100 H.P. TWIN SCREW, KERMATH; SPEED, 25 M.P.H., \$9,800
100 H.P. F-6 SCRIPPS; SPEED, 15 M.P.H., \$7,750
100 H.P. F-6 TWIN SCREW, SCRIPPS; SPEED, 22 M.P.H., \$9,300
200 H.P. LM-6 HALL-SCOTT; SPEED, 25 M.P.H., \$10,250

Write for Blue Print and Full Information

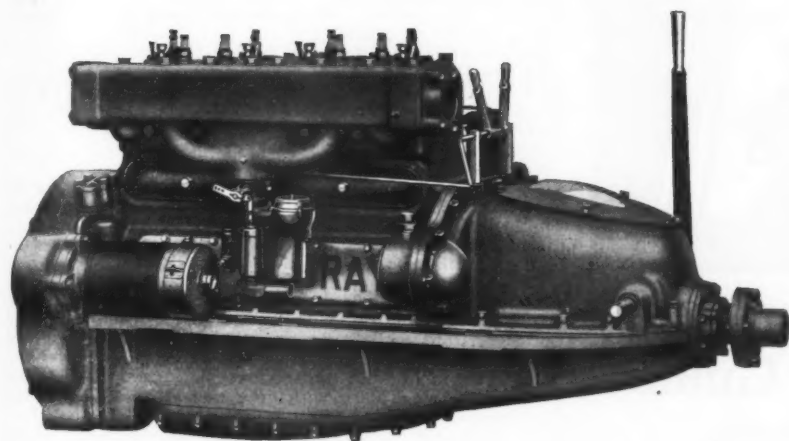
BANFIELD SEA SKIFF WORKS INC.

Largest Builders of Sea Skiffs in the World

ATLANTIC HIGHLANDS, NEW JERSEY.

Advertising Index will be found on page 182

GRAY H-50



**A DeLuxe Model
Four Cylinder
Engine**

Extreme Accessibility

IN this four-cylinder, 50 H.P. power plant Gray engineers present to you the most accessible and advanced engine of its size and price on the market today. It weighs 900 lbs. and turns up 1000 R.P.M.

Among the many refinements of this newest member of the Gray family of high values for little money are: An outside oil pump. Large and quickly removable hand hole plates, giving access to crankshaft and connecting rod bearings. Outside packing of stuffing box on rear end. Removable cylinder head. Double end exhaust manifold. Clutch cover top opening, 8"x10", makes clutch adjustments easy when necessary. Another advantage of this unit power plant is the clutch can be removed without disturbing the motor or shafting. The pistons may be taken out through the top of block. In fact, it is possible to make any or all repairs when needed without removing the engine from its bed in the boat. The oil is drained from the base through the new Gray "Ejectoil" pump. This pump with an oil filter and oil depth gauge are all fitted on the same side of the motor. All oil lines are completely accessible and the submerged oil pump is removable through flywheel housing. Seven nuts to remove. A twelve-minute job.

Furthermore, this brilliant new Gray motor acquaints you with a kind and quality of performance that is greatly finer than you have ever experienced with any other motor in its class.

Write Today for These Gray Catalogs

Model "O," single cylinder, 4 cycle, 5 H.P. \$99 to \$136	Model "H-50," 50 H.P. \$550 to \$820
Model "Z," 20-25 H.P. \$395 to \$466	Model "Z-6," 60 H.P. \$900
Model "ZB," 20-25 H.P. \$270 to \$295	Model "H-75," 75 H.P. \$1100
Model "V," 25-36 H.P. \$595 to \$720	Model "A-6," 90 H.P. \$1285
Model "U," 2 cylinder, 2 cycle, 6-8 H.P.	

Get the Facts on GRAY Today

GRAY MARINE MOTOR COMPANY

6910 Lafayette Ave., East at Canton

Detroit, Michigan

When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York



This photograph shows the big crank shaft, over size bearings, cam shaft, gears and also the oil pressure lines of the Gray H-50.

Our Gift to You



The NEW Summer Edition of the Yachtsman's Guide and Nautical Calendar Yours Without Cost

EVERY motor-boat man should have a copy of this invaluable book. Its 475 pages are crowded with information that you want to know and many facts and regulations that you must know in order to comply with the law and insure the safety of your boat and passengers at all times.

Old-timers in this greatest of all sports know the Yachtsman's Guide well and will be quick to take advantage of this offer. But, for the benefit of the hundreds of new members of the yachting fraternity, we're listing just a few of the hundreds of helpful things this remarkable book tells you:

- All about engines—installation, ignition, vaporization and operation.
- What to do if the motor stops unexpectedly.
- Times of high and low water and direction and velocity of tides in all ports.
- Latitude and Longitude Tables, giving locations of over 1,000 points.
- All kinds of marine signals, codes, flags, etc.
- More than 180 Motor Boatman's Charts for the entire Atlantic Coast, Great Lakes and Canada.
- Details of hundreds of cruise routes, description of ports and channels.
- Characteristics of lights, buoys, fog signals, etc.
- Numbering Law—How to obtain numbers for your boat.
- What to do in a storm—to prevent collisions.
- Marine Laws—Rules of the Road at Sea.
- How to organize a yacht club—Constitutions and By-Laws and many other helpful features.

Send for Your FREE Copy Today

"THE YACHTSMAN'S GUIDE" sells regularly for a good round sum, which we are willing to forget if you take advantage of this special offer of MoToR BoatinG for one year at \$3.50, or two years at \$5.00, with "THE YACHTSMAN'S GUIDE" as a Gift. You would pay \$3.50 for a year's single copies of MoToR BoatinG, anyway. So the book costs you nothing at all.

MAIL THE COUPON NOW

MoToR BoatinG, Dept. 926,
119 West 40th Street, New York, N. Y.

I desire to take advantage of your Special Offer and get a copy of "THE YACHTSMAN'S GUIDE" as a gift with my subscription to MoToR BoatinG for either one or two years. Check Your Choice.

..... One year at \$3.50; Two years at \$5.00.
(Enclose Remittance or remit on receipt of bill.)

Name.....

Address.....

City..... State.....

Postage outside of U. S. and Canada \$1.00 extra a year.

Comfy An Able Cruiser

(Continued from page 126)

Interior—Cabin to be arranged as per plans and finished in white pine joiner work, painted with mahogany trim finished bright.

Toilet Room—Located forward as shown on plan. Toilet fixture to be a marine water closet of make and style approved by Owner; to be installed on a raised step, as shown. Seacocks to be fitted on both intake and discharge pipes.

Fixed corner wash basin on starboard side fitted with basin pump piped to fresh water tank (or faucet if pressure system is used); outlet piped to drain overboard and fitted with seacock at inside of planking.

Shelves fitted on either side as shown.

Cabin—To have transom berths on either side, as shown, with hinged trap doors in front to give access to locker space under. Back cushions to be fitted to pipe frames, hinged at top and fitted to swing up to form upper berth. Narrow shelf fitted above back cushion on each side, as shown.

Lockers to be fitted on port side at aft end as shown on plans; one for hanging clothes; one for oilskins and one flag locker.

Companionway steps to be made with treads hinged so that space under can be used as a tool locker.

Galley—To be arranged on starboard side aft as shown on plans. Dresser, platform for stove and table top over engine to all be on same level. Sink to be fitted in dresser top at forward end as shown, fitted with basin pump and piped to drain overboard. Dish lockers fitted over dresser.

Ice chest to be built under stove platform and to extend after under bridge deck with door under dresser as shown. Ice compartment to be under bridge deck and to fill through hatch in cockpit, ice compartment to drain overboard. Walls of ice chest to be double, packed with mineral wool insulation and must be built entirely clear of hull construction with air space all around.

Cabin floor to be laid with hatches to give access to bilge and to be covered with battleship linoleum of color approved by Owner.

Engine Installation—Details of engine installation to be according to the detailed instructions furnished by Motor Company.

Engine casing in cabin to be built in sections so that it can be easily removed, to give access to engine; to be built of mahogany with panelled sides and plain top.

Controls for clutch, throttle and spark to be fitted in cockpit near steering wheel; also foot switch for self-starter.

Gasoline tanks to be located under side seats in cockpit; to be cylindrical galvanized iron, 72 by 12 inches, 35 gallons capacity each, total 70 gals. To be piped to engine with copper tubing, shut off valves at each tank. Filler pipes to be fitted to screw plates in cockpit seats.

Fresh Water Tank—To be a cylindrical, galvanized iron tank, 12 by 52 inches located in bow as shown on plans, fitted with filler pipe to plate in deck. Piped to basin in toilet room and to galley sink with galvanized iron pipe, fitted with drain plug at lowest point. Pressure system to be used if so directed.

Port Lights—Eight round port lights of sleeve type, bronze, 6 inch opening, to be fitted in sides of raised deck and located as shown on plans.

Equipment—Owner to furnish all cabin equipment such as cushions, carpets, curtains, dishes, cooking utensils, blankets, linen, flags, etc.

Builder to furnish running lights, anchor light, six life preservers, two fire extinguishers, fog horn, whistle, one 50 lb. anchor and 150 ft. of manila cable, two dock lines, boat hook, portable bilge pump, six canvas fenders, one set of boarding steps, fog bell, two copies Pilot Rules, name on stern and registration numbers on bow.

Finishing—Outside of hull to be planed, scraped and sandpapered perfectly smooth and fair, primed with a heavy coat of lead paint and finished with at least three coats of yacht white on the topsides.

Bottom to have three coats of green anti-fouling marine paint.

Each coat of paint on outside of hull to be sandpapered before the next is put on.

Canvas decks to have at least three coats of deck paint of color approved by Owner.

All bright work to have at least three coats of best spar varnish.

Inside of hull to be painted three coats color of final coat to be approved by Owner. All mahogany work in interior to be filled and finished with three coats of spar varnish.

The entire boat must be thoroughly cleaned of all shavings, chips and dirt of all kinds when delivered to Owner.

50% of all engine troubles are directly caused by faulty lubrication.



Keep trouble out of your engine by following the advice of the 57 leading motor boat engine builders.



They attach plates to their engines recommending Mobiloil and giving the correct grade to use—because—

Mobiloil is a scientific lubricating product backed by 60 years of specialization in lubrication.

The soundest advice you can obtain on the correct lubrication for your engine is to be found in the Mobiloil Motor Boat Chart. This Chart is the result of painstaking study of all motor boat engines by the 42 Mobiloil engineers.

If you do not find your engine listed on the abbreviated Chart here, ask a nearby Mobiloil dealer. He has the complete Chart. And the Chart is included in our booklet, "Correct Lubrication for Motor Boat Engines." Write us for your free copy. Address: Dept. B, Vacuum Oil Company, 61 Broadway, New York City.

MAKE THIS CHART YOUR GUIDE

THE correct grades of Gargyle Mobiloil for lubrication of prominent motorboat engines are specified below.

The grades of Gargyle Mobiloil are indicated by the letters shown below. "Arc" means Gargyle Mobiloil Arctic.

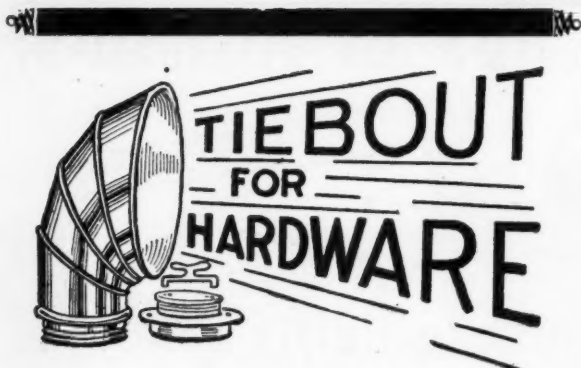
If your engine is not listed here, see the complete Mobiloil Chart at your dealer's, or write the Vacuum Oil Company, 61 Broadway, New York City.

NAMES OF MOTOR BOAT ENGINES	1925 Engines		1926 Engines		1927 Engines		1928 Engines		1929 Engines	
	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Buffalo, B	B	B	B	B	B	B	B	B	B	B
" Heavy Duty Models	B	B	B	B	B	B	B	B	B	B
" (other models)	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
Fay & Bowen, L41, 44, 64	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
" (other models)	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
Gray, 2 Cycle	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
4 Cycle	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
Kermath, 1 to 20 H.P., incl.	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
50.70 & 100	BB	B	BB	B	BB	B	BB	B	BB	B
Model 9	B	A	B	A	B	A	B	A	B	A
" (other models)	A	A	A	A	A	A	A	A	A	A
Lathrop, 100	BB	A	BB	A	BB	A	BB	A	BB	A
" (other models)	A	A	A	A	A	A	A	A	A	A
Niagara, D Series	B	Arc	B	Arc	B	Arc	B	Arc	B	Arc
Special	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
" (other models)	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
Palmer, 2 Cycle	A	A	A	A	A	A	A	A	A	A
Heavy Duty	A	A	A	A	A	A	A	A	A	A
" (other models)	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Perless, Heavy Duty	B	A	B	A	B	A	B	A	B	A
" (other models)	A	A	A	A	A	A	A	A	A	A
Red Wing, Thorobred	BB	A	BB	A	BB	A	BB	A	BB	A
" (Red Top)	BB	A	BB	A	BB	A	BB	A	BB	A
Thorobred	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
" (other models)	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
Scripps, F4 & F6	BB	A	BB	A	BB	A	BB	A	BB	A
" (other models)	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
Sterling, Neptune	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
" (other models)	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
Universal	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc



Vacuum Oil Company Headquarters: 61 BROADWAY, NEW YORK

When writing to advertisers please mention MoToR BoATING, the National Magazine of Motor Boating, 119 West 40th Street, New York



In booking orders for boats for 1927, the selection of equipment is a very important factor.

Consult us regarding the latest developments in Marine equipment.

Boat builders will benefit by placing their orders with us now, subject to delivery when needed.

T-8

W.&J. TIEBOUT
MARINE HARDWARE
 118 Chambers St. New York City

Starting Them Early

(Continued from page 27)

scheduled for four classes of boats: motor boats, four sailing models, three foot sailing models, and two foot sailing models. The classification rules are simple and merely require that the overall length of the hull shall not exceed the class limitation. A fifth class was introduced this year just before the regatta when it was found that a number of eighteen inch models had been built. A class was organized for these boats at the last minute so as not to put them into more or less hopeless competition with the two foot boats. Those in charge of the regatta are, however, considering the adoption next year of the classification rules of the Model Yacht Racing Association of America. San Diego is fortunate in having received the cooperation of E. S. Tucker of the Prospect Park Model Yacht Club of Brooklyn in managing the boy's regatta. Mr. Tucker not only served on the regatta committee this year, but has exhibited several of his well known models. This has not only stimulated interest in the regatta but has shown the youngsters that model yacht building and handling can be developed into a serious sport which is in no way to be confused with the making and sailing of toys.

The great interest in the 1926 regatta is illustrated by the fact that there were over a hundred boats built and entered and the races were attended by a crowd of over two thousand spectators. The large number of entries necessitated the running of the events for each class in a series of elimination heats followed by a final. Throughout the entire event the boy owners and skippers of the tiny racers showed sportsmanship of the highest order. There is an element of luck in all sports and the boys took the tough breaks as well as the good ones with a grin that speaks well for the future of yacht racing in Southern California. Cups were given to the winners of the more important events and there were prizes for certain restricted classifications within the main classes. There was also a special prize for the best all around model and a prize for the school making the best showing in the regatta.

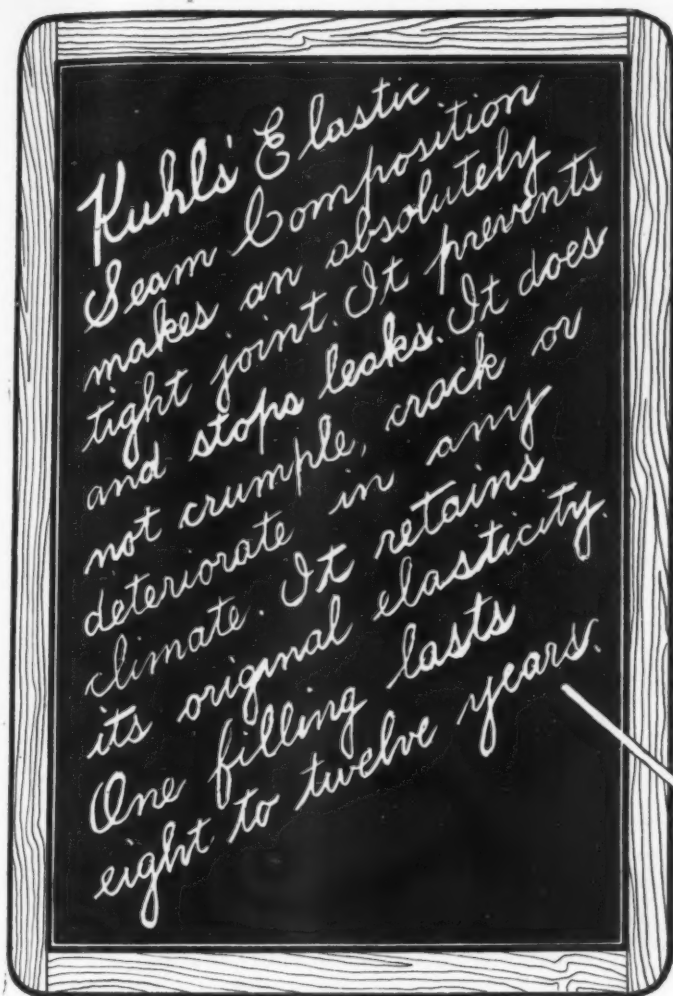
The workmanship of many of the boats was of a remarkably high order and some of the boys showed no little skill in designing and building their craft. On the whole the sailing models were better jobs than the power boats but several of the latter were well built craft and ran well at a fair rate of speed considering the type of power plant used which was without exception an electric motor and dry batteries. It will be interesting to see if any of the contestants next year will tackle the construction of steam driven models which can undoubtedly attain far greater speeds than electrically propelled ones.

The winners of the 1926 regatta were:
 MOTOR BOAT CLASS, PL-10, Wendall Harris, Point Loma Junior High School.
 FOUR FOOT CLASS, W-3, Douglas Clark, Woodrow Wilson Junior High School.
 THREE FOOT CLASS, L-1, Lloyd Stratton, La Jolla.
 TWO FOOT CLASS, W-50, Herbert Searl, Woodrow Wilson Junior High School.
 EIGHTEEN INCH CLASS, C-3, Curtis Zahn, Coronado.

The Woodrow Wilson Junior High School won the prize for the school making the best showing in the regatta and Billy Buby of the same school carried off the prize for the best model with his Falcon II.

New Gies Catalog

The Gies Gear Company, an old established concern, and one of the pioneers in marine reverse gear manufacture have just issued a new model which they have called the Putnam, which embodies all of the experience of twenty years in the manufacture of gears. It is a simple and sturdy device to which have been added many features and refinements. The material used in the construction of these gears is high grade throughout with the castings of substantial grade iron. The clutches and friction bands are semi-steel castings, while the propeller shaft is high carbon steel. All gears and sprockets are of Chrome nickel steel, while the gear and case bushings are of bronze. The Gies reversing mechanism is the simplest that has ever been invented for the purpose. There are few moving parts, and the counter shaft gears revolve at only half the speed usually required. This permits of much heavier and stronger gear teeth than usual. The ratio of the reverse is 7 to 9, which is about 78 per cent, that is, at 900 revolutions forward, the reverse speed would be 700 revolutions. The Gies Gear Company of Detroit, will be glad to mail a copy of catalog No. 26 to readers of *MoToR Boating*.



Why You Should Use **KUHLS'** ELASTIC SEAM COMPOSITION

FOR twenty-seven years Kuhls' Elastic Seam Composition has proven its superiority on boats of all types, in all kinds of service and in every kind of climate on the seven seas. It is used by the better motor boat, yacht and shipbuilders and by the United States Government. The leading naval architects recommend Kuhls' Elastic Seam Composition.

For the best and most effective results always insist on Kuhls'. Sold by marine supply dealers, ship chandlers and hardware dealers everywhere. If your dealer cannot supply you write us. Mail orders promptly filled.

OTHER KUHLS' MARINE SPECIALTIES

Elastic Glazing Composition for all hull seams	
Elastic Flat Yacht White	Elastic Deck Varnish
Elastic Gloss Yacht White	Elastic Trowel Cement

Write today for interesting and instructive literature

H. B. FRED KUHLS

Sole Manufacturer

2-2

Established 1889

Sixty-fifth Street and Third Avenue

Brooklyn, New York

When writing to advertisers please mention *MoToR BOATING*, the National Magazine of Motor Boating, 119 West 40th Street, New York

The Super Bear Cat



Length 30 feet, Beam 7 feet, Draft 43 inches
Seating Capacity 10 People

Belle Isle Boats
America's Finest Runabouts

NO other boat in the runabout class has been accorded the noteworthy praise the Super Bear Cat has received.

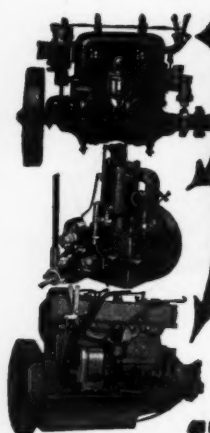
"Spend your play hours on the water"
Write or wire for particulars

Yacht Brokers

BELLE ISLE BOAT AND ENGINE CO.

BUILDERS OF THE BELLE ISLE "BEARCAT"
DETROIT NEW YORK

New York Office: 1210 Equitable Life Building
393 Seventh Avenue, Opp. Penn. R. R. Station
New York Distributors for Hacker Boats



**GRAY
MARINE
MOTORS**

UNMATCHED VALUES!

Model "U," 8-8 H. P.—2 Cycle, \$189
A sturdy, compact power plant for 14 to 22 footers. Smooth running, powerful, economical. Over 12,000 in service. Only three moving parts—piston, connecting rod and crankshaft.
Model "Q," 5 H. P.—4 Cycle, \$89
Small but powerful. Thrives on hard work. Valve-in-head. Best design and workmanship. Reverse gear extra.
Model "ZB," 14-25 H. P.—4 Cyl., 4 Cycle, \$270-\$295

Same construction as famous Gray model "Z" used as standard equipment by over 100 boat builders, including Richardson and Mico. Built to use with separate reverse gear.

Write today for latest catalog
GRAY MARINE MOTOR CO.
8808 Lafayette Ave., East of Canton, Detroit, Mich.

38 Ft.

2K38

Cruiser

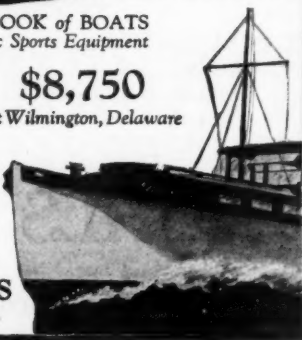
Write for BOOK of BOATS
and Aquatic Sports Equipment

\$8,750

at Wilmington, Delaware

Cruisers
Runabouts
Sailboats
Canoes
Rowboats
Outboard Motors
Bubble Boats

Sport's Shop
WANAMAKER'S
Broadway at 9th St., N. Y.



Scamper—A Fine Cruiser

(Continued from page 18)

used as a dining room. The windows are of the sashless type, arranged to raise and lower by means of a crank.

The engine room is well ventilated by large windows and vents. The power plant consists of two 300 h.p. Sterling special Coast Guard engines, while a Homelite generating set with all necessary batteries, switchboard, and other accessories, are conveniently located. A door from the engine room gives access to the crew's quarters in the after end of the cabin trunk, where all conveniences are supplied for their comfort.

A large rear cockpit can be reached from either side of the boat, and is sheltered from the weather by means of a canvas awning. A 150 gallon water tank is located underneath.

The boat handles from the bridge, which is over the galley. The wings of the deck house extend aft on both sides for several feet, which afford unusual shelter for the helmsman. A plate glass windshield is set in a brass frame directly in front of the helmsman. During the trial trips, a speed of 30 knots was obtained, with the engines turning 1,700 revolutions. Accordingly, Scamper would seem to be one of the very fastest express cruisers in commission, and should provide lively competition for some of the older boats.

Lura MIII, a Day Cruiser

(Continued from page 21)

the owner a glass enclosed deck house amidships. Large sashless windows are operated by Ternerstedt lifts, which give the maximum free opening. A radio and an electric victrola are built into the forward bulkhead.

The engine room is particularly interesting, as there is an abundance of room around the machinery, and in this space are the two big main engines, as well as an auxiliary 7½ k.w. Winton generating set, with a 110 volt battery system. An electric water pressure set, refrigerating set, bilge pumps, and transfer pumps, are all conveniently located. The main engines are air starting and particularly rugged in construction. Fuel capacity is 950 gallons, with gauges reading in the engine room, and about 300 gallons of water are carried under the after cockpit floor. For fuel in the galley and the hot water heater, Protane liquid gas is used, which is carried in a battery of tanks.

The yacht is particularly attractive from a seaworthy view point as well as its splendid appearance and is a type of boat that has been specialized in by the designers for some years. In operation the freedom from vibration at high speeds is very marked.

Air Drive for Boats

(Continued from page 36)

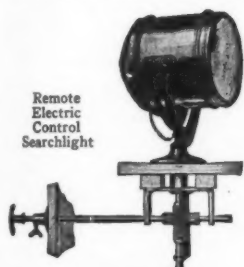
from the water, and towed from point to point on a trailer, or even permits them to be mounted on runners for use on the ice in the winter.

The larger boats use water cooled engines, which are in turn cooled by the water circulated through a spray cooled radiator, which have advantages over the air cooled type. The rudder on boats of this type is hinged, so that it will pass over an obstruction, dropping back into place after the obstruction is passed. The use of a combined air and water rudder has been abandoned on account of the action in a puffy beam wind. Many of these boats are being used in open water, since successful runs in heavy seas at various places have demonstrated their reliability.

The object of the Brownback Laboratories is not to construct a racing craft, but rather to develop a low powered commercial and pleasure craft, which can be run in shallow water with safety and economy. Much effort has been put into the development of the smallest boat of 7 h.p. This is the lowest powered successful air drive boat built. It is comparatively easy to build boats of this type with engines of from 80 to 100 h.p. and make good speed. In fact it is no problem to put a powerful motor on an ordinary runabout or hydroplane hull, and achieve fairly decent results. With the special construction used by the Brownback method, it is possible to achieve the same speed and carry the same loads with very much less power and at the same time place the engines much further aft, so that the passengers are scarcely aware of the presence of a power plant.



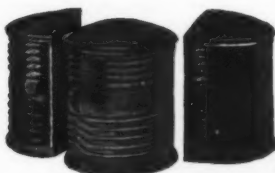
ERICO Equipped



Remote
Electric
Control
Searchlight



Class I
Electric Post Light



Electric Running Lights



Class II
Electric Post Light



Mahogany
Flag Pole
and Electric
Stern Light



Tiller Rope Clamp



Intake and Exhaust Pipe
Connection

THE DART 26-ft. runabout, built by the Indian Lake Boat Co., of Lima, Ohio, is a 10-passenger boat of luring beauty. It is built to appeal to the boating enthusiast who will have nothing but quality, style and dependability. And, that is why ERICO Accessories are standard on the DART—because they, too, have quality, style and dependability.

More and more boat builders are adopting ERICO Accessories as regular equipment, and boat owners needing new accessories ask for ERICO.

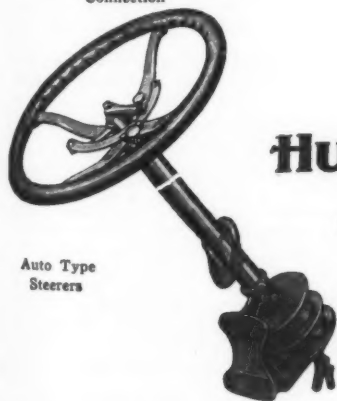
Write today for the latest catalog of
ERICO MARINE SPECIALTIES



Fender
Hook



Combination
Bow Plate



Auto Type
Steerers



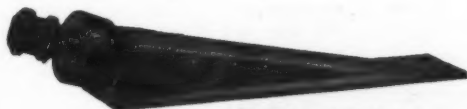
HUBBARD HERRICKSON & Co.

3037 N. WESTERN
AVENUE

CHICAGO, ILL.
U. S. A.



Mooring Bitt



ERICO Universal Shaft Log



Tank Cap and Flange

When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York

The Surface Has Only Been Scratched

Advertising
Space Rates
on
Application

Detroit is a rapidly growing center of marine activity. The Detroit Yacht Club is the nucleus of this very astounding growth, and Main Sheet is the informative magazine issued monthly to the largest yacht club membership in the world. To set aside a small part of your advertising appropriation to cover this field will repay you many fold, as it has other national advertisers.

The Main Sheet

W. D. EDENBURN, Editor

3101 Woodward Avenue

DETROIT



Boats for Outboard Motor

Prices Reduced 10%—Immediate Delivery
These boats are built in the old-fashioned strong, sturdy, Cape Cod style and will last a lifetime with good care. Seaworthy and very steady. Also row boats, sail boats and motor boats.

Cape Cod Ship Building Corporation
18 Tremont St., Dept. M, Boston, Mass.

THE JOHNSON MARINE REVERSE GEAR

An Absolutely Reliable Gear

is a big factor in the satisfaction you derive from your motor boat. And absolute reliability means nothing less than a Johnson Gear.

Made in six sizes,
from 1—50 H. P.

Write Department
25 for our
Catalog.



THE CARLYLE JOHNSON MACHINE CO. MANCHESTER CONN.

Savola Visits the Eastern Shore

(Continued from page 15)

The United States Government is changing this to a tide water canal and is dredging a much deeper and wider channel. The distance is twelve miles from Delaware City to Chesapeake City. It is here that you enter the upper reaches of Chesapeake Bay. Pleasure craft, and freight boats carrying farm products, pass through night and day during the summer months. At the last lock you make a drop of 15 feet directly into Back Creek which is well buoyed to the Elk River, opening at Turkey Point to a glorious expanse of sailing water with miles of Chesapeake Bay ahead.

Our first night was spent in a sheltered cove on the beautiful Bohemia River. It is all so different it requires some adjustment, but one is soon attuned to the Spirit of the Waters of these Eastern Shores.

At first I missed the salt water with its rise and fall of tide but this is over-balanced by the relief of not being left high and dry on a sand bar for six hours, as so often happens on the inland waters of the Jersey Coast. What a joy to sleep on deck and no mosquitoes!

Sailing on down the Chesapeake we explored the Sassafras River winding our way up to the quaint little village of Georgetown.

Anchoring at dusk not far from Woodalls wharf we had the same experience of another Cruiser, J. Herbert Ware, who wrote of a cruise in these same waters and spoke of the warm welcome accorded to him in this harbor by a big brown Chesapeake Bay hound,—when this fellow discovered us swimming, he jumped off the dock and swam out and gave us a most hospitable welcome. I found this a convenient place to leave Savola. It is a short ride by motor bus to Elkton, Maryland, where you may take an express train to Washington or Philadelphia. Accessibility to trains is a necessity, as unfortunately it is necessary for the average man to occasionally show up at his office.

My cruising experiences the remainder of the summer have all been pleasant, but space will only permit me to speak of the few high spots that make these waters such delightful memories for the long winter evenings.

I joined the Chesapeake Cruising Club and through the courtesy and hospitality of Commodore Walter Blackson, I learned of sheltered harbors and special swimming holes not shown on the Charts.

On one of our Club cruises we were asked to meet for lunch at Horns Point. This is General duPont's charming summer home on the Choptank River near Cambridge, Maryland. The General's hospitality is so well known every effort was made by the Club to be there en-masse. Quelling mutiny aboard Savola, I forced my crew to an all night sail. The elements were against us. We did not make the Choptank until well after noon. Coming at anchor at Horns Point at three o'clock instead of at one. We felt our efforts had been in vain. If you have never experienced this southern hospitality, you have something to live for. The General sent a special envoy insisting that we come ashore. Nothing is too good for a guest on these Eastern Shores. Tempting dishes as only Southern cooks can prepare, games and water sports, and dancing in the evening completed a day that will long be remembered.

Another delightful experience is a trip to Annapolis, one of the quaintest towns in Maryland, beside being the home of the Naval Academy, it is full of historic interest.

It is a safe harbor, and supplies of all kinds can be procured there. Near the main dock you can buy delicious cooked crab meat with pieces as big as sickle pears.

The Severn River is navigable for ten or twelve miles. Summer homes with well kept lawns reach to the water's edge, and if you anchor off Sherwood Forest during the bathing hours, Ziegfeld Follies can produce no greater feminine charms.

Rivers of infinite charm flow inland on both shores of the Chesapeake. It is all so varied a cruiser is bound to find what he wants.

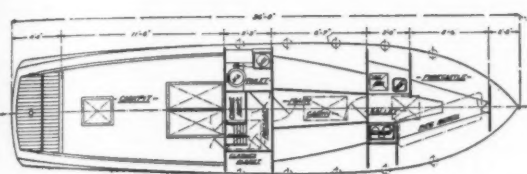
Guide to Waterway Travels

The Johnson Motor Company of South Bend, Ind., have compiled a marvelous booklet of 188 pages, describing and giving full particulars concerning numerous vacation tours by water, throughout the most picturesque waterways of the United States. Among these are descriptions of trips in Canada and Florida, as well as on the west coast of the continent in Seattle and elsewhere. Together with these are numerous hints for the camper, and suggestions on the proper care for the outboard engine on the boat. The booklet is well worth having, and readers are urged to call at the nearest Johnson Motor Company branch and get one to help them arrange their summer cruises.

For Florida

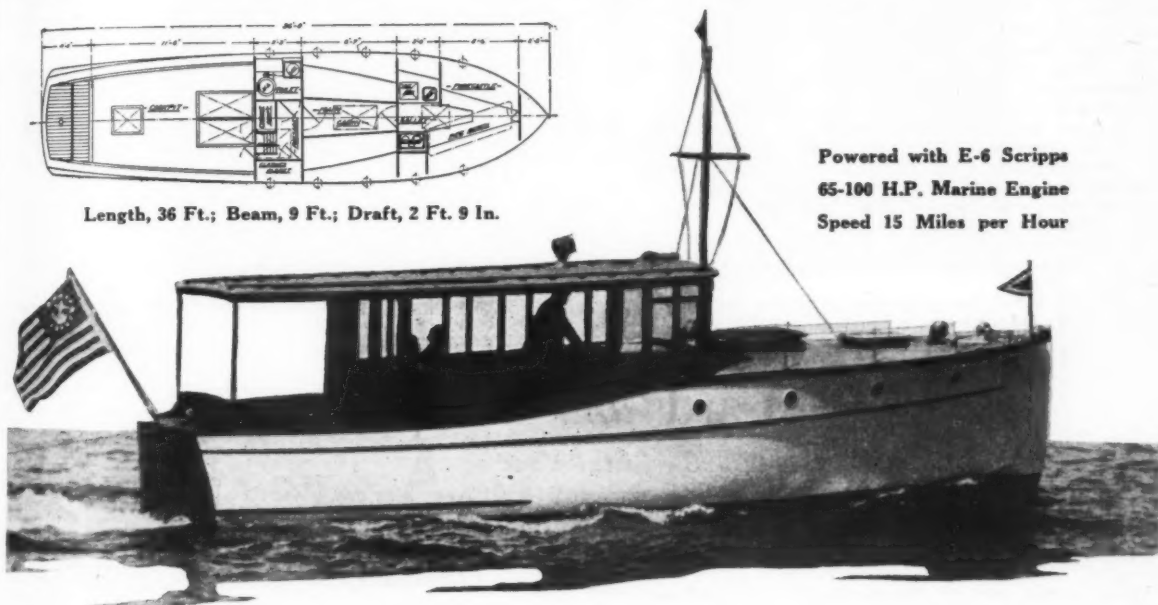
You'll Like Nothing Better Than This Beautiful

GRAY CRUISER



Length, 36 Ft.; Beam, 9 Ft.; Draft, 2 Ft. 9 In.

Powered with E-6 Scripps
65-100 H.P. Marine Engine
Speed 15 Miles per Hour



YACHTSMEN who really know boats pick the Gray 36-Ft. Cruiser for Florida and off-shore cruising.

This is the kind of a cruiser that appeals to the sporting yachtsman. It is roomy, well arranged and exceptionally complete, with two cabins, separate galley, separate toilet room and an extra large cockpit which can be enclosed like a deckhouse. It is very sound in construction having

more structural strength and seaworthiness than the normal requirements for this type of boat.

The minute you board the Gray 36-Ft. Cruiser you will recognize many superiorities in construction and design. The cabins provide comfortable sleeping quarters for five people. Those desiring can have the interior arrangement changed to meet their personal taste.

It will be advantageous to you to investigate the Gray Thirty-Six now. Send today for full details.

Price \$8,500.00 in the Water at Thomaston, Maine

Yachtsmen liking a smaller boat with ample accommodations for four people will find the Gray Twenty-Eight-Foot Cruiser ideally meets their needs. Price \$3,500.00 in the water at Thomaston, Maine. Complete details sent upon request.

GRAY BOATS

THOMASTON, MAINE

When writing to advertisers please mention MoToR Boating, the National Magazine of Motor Boating, 119 West 40th Street, New York

Gold Cup Entries Break Record

(Continued from page 52)

On the tests, the motors are said to develop a total of 440 horse power each, which is nearly double the power of any other motor entered. So if sheer power is all that is required to win, then the Dodge-Crouch boats should have no difficulty in bringing home the bacon for Detroit.

But the Purdy boats, Imp, Hotsy Totsy, and Shadowvite, must be beaten before the cup goes to Detroit. These boats, owned by Messrs. Hoyt, Bragg and Fisher, are identical in every particular, except color of the paint, Imp being white, Hotsy Totsy natural, and Shadowvite black. All are built from the same plans, by the same builder, and all powered with new Wright eight cylinder motors. So the progress of these three craft over their 90 miles of racing will form one of the most interesting phases of the 1926 Gold Cup Regatta.

Of last year's boats, the twice winner Baby Bootlegger, will again be at the starting line, together with Miss Columbia, driven by Howard W. Lyon, Nuisance with Mrs. Delphine Dodge Cromwell, at the helm, and Solar Plexus, driven by William Horn.

Mr. Bragg will drive Hotsy Totsy, Victor Kliesrath, Shadowvite, and Richard F. Hoyt will handle his Imp. John F. Rutherford is slated to drive Baby Bootlegger, and Guy W. Vaughan will drive Baby Shadow, the record holder for the fastest three mile lap. As last year's winner represented the Columbia Yacht Club of New York, this year's races are being handled by that organization, with the same corps of workers which made the 1925 Gold Cup Regatta such a success. Cooperating with the Columbia Yacht Club this year is the Montauk Yacht Club, which will be in charge of the various shore activities at Port Washington which are planned.

As already noted, the Gold Cup races will consist of three 30 mile heats on Saturday, August 21, starting at 2:30, 4:00

and 5:30 o'clock, respectively (a full list of the racing events, specifications of the competing boats, racing rules, and instructions will be found on pages 50-52).

The Gold Cup events on Saturday will by no means overshadow the four or more heats which will be necessary to decide the winner of the Dodge Trophy on Sunday. In these races, all of the Gold Cup boats are eligible to race. With these are three new craft, Roscoe, Rowdy, and Cigarette IV, built especially for the Dodge Trophy race and not eligible to race for the Gold Cup, due to the larger size of their power plants. The Gold Cup boats cannot have motors larger than 625 cubic inches, while there is no limit to the size of the motors in the Dodge Trophy boats, provided the hulls are made correspondingly larger.

As we go to press, Rowdy and Rascal have been thoroughly tried out, and have shown speeds far in excess of a mile a minute. Both of these boats are identical in size, form, and power plant, being powered with 12 cylinder Packard motors.

Little is known about Cigarette IV, owned by L. Gordon Hamersley of the Columbia Yacht Club as her plans have been kept very secret. She is a Lord designed boat, built by Brewster and powered with a 12 cylinder Curtiss motor of about 600 h.p. Her hull is built of metal, and she is the first metal boat ever to be raced in a major event. Mr. Hamersley will be at the helm of his racer.

The Dodge Trophy races will consist of four or more 12 mile heats, it being necessary for one boat to win four heats before the winner is decided. All the races will be over the same course, three miles to the lap, and all will start and finish at the same point. (Complete details of the races, rule, boats, names of owners and drivers, and the clubs they represent, will be found on pages 48, 50.)

Yard and Shop

(Continued from page 68)

Elto Motor in China

Dr. Elizabeth Shapleigh, who has spent several years doing missionary work in China, recently left this country for Shanghai.

While in this country, Dr. Shapleigh purchased an Elto outboard motor which she will use on a rowboat to tow her Hospital Ship on the Yang-tse-Kiang River.

A Bee-Hive of Activity

Little does the average man who buys an Evinrude motor dream of the vast number of parts and operations that necessarily go into one of the little plants that kicks his rowboat along at a clip of from anywhere from 6 to 12 miles an hour. Roughly, there are about 700 parts in a motor; the operations on these parts vary all the way from 1 to 30. Taking 5 operations as an average gives 3500 mechanical operations on a motor besides the vast number of inspections on separate parts and on the finished assemblies and finished motors.

Small wonder then that big production like Evinrude should require a big, busy plant. Practically all machining operations are done under the one big roof of the main plant, including the building of magneto, which is a remarkable little machine in itself.

Another big factor in this company's business is the maintenance of service and repair parts for all models. When it is considered that a great number of the motors which the company produced in 1910 and successive years are still in active operation, one gets some idea as to the capacity and personnel required to take care of the army of owners of old models, some of whom occasionally require a new piston ring, spark plug or other part. However, the principal activity just now is due to the overwhelming popularity of the 1926 Sport Twin which, with its 12 major improvements, including such departures as the electric light, dual ignition, motor lock, has come in on a tremendous wave of popularity. While the plant will probably not be caught up on orders for some time, deliveries on all models are being made promptly; and dealers in practically all cases are well supplied and able to take care of the demand.

If you haven't seen one, write for a copy of the new Evinrude Year Book. One can be had for the asking by addressing the Evinrude Motor Company, Milwaukee, Wisconsin.

Duplex Distribution Grows

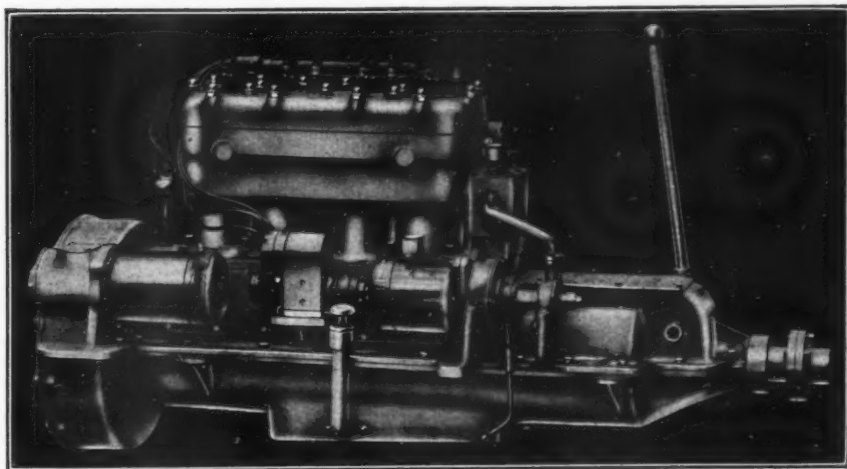
One result of the many enviable records that have been made with Duplex Marine Engine oil is found in the rapidity with which many of the leading marine dealers in the country are eager to secure the distributing rights of this oil. Duplex came into national and international prominence last October when Commodore Harry Greening, of Hamilton, Ontario, Canada startled the motor boating world by driving his celebrated Rainbow IV to a new 24 hour's world record, being able to hold the continuous pace of more than 50 miles an hour because his engine was perfectly lubricated from start to finish.

In Florida last winter, perfect lubrication by Duplex made the Regattas memorable events and Duplex was used by every winner, including such outstanding craft as Gar Wood's Baby Gar VI which won the Fisher-Allison Trophy, Miss Tampa, winner of the Gold Cup Class, Commodore W. J. Conner's speed cruiser, world's champion, The Tampa Bay-bies, the Biscayne Babies, Baby Shadow, the Conner's speed boats, Miss Palm Beach and Miss Okochobee.

Among the well known marine dealers who have taken on Duplex distribution during the past thirty days are the Atlantic Radio Co., 767 Boylston Street, Boston, Berg's Float, Manhasset Bay, Port Washington, Hulse Bros., Amityville, L. I., Julius Steutzer, Motor Boat Lane, Detroit, The Put-In-Bay Dock Co., Put-In-Bay, Ohio, Purdy Boat Company, Port Washington, in addition, of course to such nationally known organizations as Ditchburn's Co., Ltd., Muskoka Lakes, Canada, Atlantic Boat Yard, Miami, The Matthews Boat Co., Port Clinton, Ohio, Richardson Boat Company, No. Tonawanda, New York and many others.

Drivers and owners of large and small Motor boats and yachts are beginning to realize the importance of using a real marine engine oil and while many world's records held by Duplex are of course of dramatic interest, the real interest seems to come from the boat owners, as they are the men whose leisure hours are either made or marred by engine performance.

100% Reverse Speed



BRENNAN Model E-4. Medium Duty, 35 H.P. at 1000 R.P.M.
High Speed 50 H.P. at 1600 R.P.M. Bore $4\frac{1}{4}$ " Stroke 5".

Complete Line of

BRENNAN STANDARD MARINE MOTORS

Four Cylinder

N-4—Bore 4". Stroke 5".
15-25 H.P.

E-4—Bore $4\frac{1}{2}$ ". Stroke 5".
35-50 H.P.

Six Cylinder

D-6—Bore $4\frac{1}{2}$ ". Stroke 5".
50-75 H.P.

60—Bore 4". Stroke $5\frac{1}{2}$ ".
60 H.P.

100—Bore $4\frac{3}{4}$ ". Stroke $5\frac{1}{4}$ ".
65-100 H.P.

Gold Cup—Bore $4\frac{1}{2}$ ".
Stroke $6\frac{1}{4}$ ".

A SPECIALLY designed reverse gear giving a full 100% reverse speed is now regular equipment on all BRENNAN Standard Marine Motors. This new feature is just one of many advantages that the BRENNAN gives you.

The BRENNAN embodies every sound refinement of marine engine construction, and throughout its years of life the quality of its materials and the skill used in its construction will prove a source of unvarying satisfaction. BRENNAN marine motors have an unusually low operating cost for their size and give exceptional efficiency under all conditions. There is a BRENNAN for every type of boat, from 18 to 75 feet in length.

Replace your motor NOW with a BRENNAN

IMMEDIATE DELIVERIES

BRENNAN MOTOR MANUFACTURING COMPANY

500 E. Water Street

Syracuse, New York

Write BRENNAN Before You Buy

When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York



Used by the Finest Cruisers, the Fastest Racers and by Merchant Vessels

Malabar VII, Winner of the Bermuda Race—Lenore, Winner of the Puritan Cup—Baby Gar. VI. Winner of the Fisher-Allison Trophy—All Used MARBLEHEAD GREEN.

John G. Alden says: "It gives wonderful results."

Gar Wood, Inc., recommends it very highly.

Long Life—Stays Clean—A Hard, Slippery Surface

Highly recommended and used by J. Murray Watts, Cox & Stevens, George Lawley & Son Corp'n, Consolidated Ship Building Corp'n, Herreshoff Mfg. Co., The Matthews Co., The Elco Works and many other famous Naval Architects and by the most reliable ship and yacht yards.

It Has No Equal in Tropical and Semi-Tropical Waters

STEARNS-McKAY MFG. CO., Marblehead, Mass.

SAVE TIME AND MONEY Buy From WILLIS

No matter how large or small the article you want for your boat, you can save money and time by getting it from the House of Willis where a complete stock, efficient and intelligent service await you.

We are licensees for applying

CRODON

the non-rusting and non-tarnishing finish for marine hardware and fittings.

OUTBOARD MOTOR BOATS, ROW BOATS and YACHT TENDERS

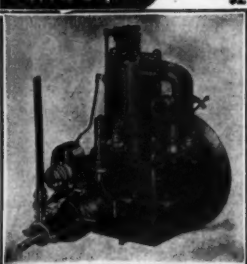
A wide line of these boats is now on display at our big store and includes all of the popular types at unusually low prices.

Send for our new 96 page catalog of everything in the line of Sail and Motor Yacht Equipment.

U. S. Government Agents for Charts, Pilot Books, etc.



The World's Greatest Achievement in Marine Engine Value!



Model 'O'
Gray \$99.

Four
Cylinder
Motor
\$270

5 H.P. 4-Cycle
Bore 3 1/4" Stroke 4 1/4"

Reverse Gear
& Magneto Drive

BUILT by the manufacturers of the world renowned Gray marine engines and sold on a money back guarantee. The Gray model "O" is of the most advanced design, light weight, high power, smooth operation. Speed range 225 to 1,200 R. P. M. Oversize parts. Big power from overhead valves. Bearings bronzed backed. Annular ball type thrust bearing. Large oil reservoir. Operates on kerosene or gasoline. No other power plant gives so much value per dollar. With Wico Magneto, \$136. Write today catalog.

GRAY MARINE
MOTOR CO.,
6912 Lafayette E.
Detroit,
Mich.

Over

60,000

Satisfied

Gray Owners

Up and Down Glen Canyon

(Continued from page 33)

Lee Number XVIIIth." Mr. Dellenbaugh, with whom I yarned of Colorado River canyon matters in New York last year, still believes he was not more than two or three numbers off in his reckoning, though in which direction he is not certain.

With no inkling that the big upstanding frontiersman was responsible for the most cruelly cold-blooded massacre in American history, the Powell party were more inclined than not to like the bluff, hospitable Mormon who supplied them with fresh fruit and vegetables from his ranch. The engaging young Dellenbaugh greatly ingratiated himself by helping Mrs. Lee irrigate her melons.

Lee evaded capture until 1877, when he was taken and executed at the scene of his crime. The low parapet of rock slabs crowning a strategically located hill just above the junction of the Paria and Colorado, marks the spot where, rifle in hand, he watched river and north- and south-running roads for the vengeance which took two decades to track him down and bring him to justice.

The Brown-Stanton expedition, surveying for a railroad through the Grand Canyon, halted and refitted at Lee Ferry in July, 1889, after losing much of their inadequate outfit in the rapids of Cataract Canyon, just below the junction of the Green and the Grand. Three of the eight men of the reduced party were lost within a few days of putting on into the Grand Canyon, forcing the temporary abandonment of the expedition. Stanton's reorganized party had Christmas dinner at the Ferry six months later, before resuming their uncompleted survey. Within a week that indomitable leader was back again, this time to seek help to bring out his photographer, who had broken his leg in a twenty-foot fall.

No place on the Colorado has the power to awaken more memories of the past than has Lee Ferry, but strangely little that can be touched save by the imagination remains. I have mentioned Lee's cabin and lookout, but all that we ever found that pointed to one of the early voyageurs was the name HISLOP, pricked in large block capitals on the red sandstone of the house now occupied by the Government hydrographer. That could have been only the stout-hearted Scotch engineer, John Hislop, Stanton's right-hand man on both voyages. Hislop after surviving the passage of the Grand Canyon rapids and several years of pioneering railroad work in Alaska, was finally killed by a street-car while home on a vacation.

Starting from such a place, and on such a voyage, it was hard to rid one's mind of thoughts of Escalante and Lee and Powell and the events in which they figured. A section of up-reared river bottom at a point where I assumed there was five feet of water was the direct means of bringing me out of my dream. In the deep, quiet current flowing for a quarter of a mile above the Ferry all four of our boats had power and to spare; also water. But where a sun-splashed stretch of tawny, undulent gold should have revealed the presence of a slight but unmistakable ruffle both of those prime desiderata became matters of immediate concern.

Where I should have been probing with eye and sounding stick the riddle of that imminent ripple, my glance had wandered as far ahead as my mind had turned back, in an endeavor to pick up a point Powell had described as being just around the great bend above the Paria.

"The rocks are chiefly variegated shales" (he had written) "of beautiful color—creamy orange above, then bright vermilion, and below, purple and chocolate beds, with green and yellow sands."

This rainbow revel of colored sands is really still there, just as Powell described it, but some weeks were to go by before I had ocular evidence of it. I found sand all right, but it was in an indurated form—sandstone—and constituted an integral part of the channel of the Colorado.

Tom, steering cannily and with plenty of power in reserve, edged to one side and went plugging right on ahead in all the water he needed. The other three boats were quickly in difficulties, with the distinction of bumping the first rock falling to my own wool-gathering self.

A sickening undulation ran along the sodden bottom as the boat slid over the obstruction, and then the motor, knocked askew on its clamps by a fierce side-swipe from below, uttered an explosive sputter of protest and died outright. The queeting noises of two or three more rocks poked playfully into the bottom planking in the hundred yards or so I floated back while setting the motor straight and getting it started again, but the current was not swift enough to make the situation serious. The motor had been saved

(Continued on page 144)

DODGE WATERCARS



Accurate balance
makes turning
safe and easy

Dry! All spray
is directed
outward

Enjoy this Thrilling, Joyous Sport

More people are turning from the highways to the waterways—from congestion, dust, and danger, to freedom, freshness, and safety.

The WATERCAR is creating new pleasures, new sensations, new thrills, new friendships, and renewed health.

You, too, will enjoy the long evenings,

week-ends and holidays in a WATERCAR. To the landsman it opens a new world—regattas, races, water-sports, outings, fishing and pleasure trips. To the old-timer it provides a new and completely satisfying power-boat experience.

Performance gladly demonstrated. Name of nearest dealer on request.

MODEL 422

Five Passenger

22'6" Overall, Single Cockpit.
Dodge Marine Motor, 30 H. P.
20 miles per hour.

\$2475

MODEL 822 (illustrated above)

37 Miles Per Hour

The 22'6" Single Cockpit Model
with Dodge-Curtiss 90 H. P.
Marine Motor.

\$2975

MODEL 826

Ten Passenger

26 Footer, Double Cockpits,
Dodge-Curtiss 90 H. P. Marine
Motor. 35 miles per hour.

\$3475

All Prices F. O. B. DETROIT—Deferred Payments arranged when desired.

THE HORACE E. DODGE BOAT WORKS, INC., DETROIT

New York Representatives: YOUNG & HALL, INC., 522 5th Avenue, New York City
Chesapeake Bay Distributors: C. H. REEVES & CO., INC., 1313-1315 Cathedral Street, Baltimore, Md.

DOMAN

"BULL DOG"

4-5 H.P. MARINE ENGINE

The Best Small 4-Cycle Engine in the World



1 Cyl. $3\frac{1}{2} \times 4\frac{1}{2}$
Model "K" Bull Dog
4-5 H.P.

REASONS WHY

- 1—It is a Four Cycle Engine.
- 2—It has Overhead Valves.
- 3—Both Intake and Exhaust Valves are mechanically operated.
- 4—It has removable Cylinder Head.
- 5—Ball Thrust Bearings prevent undue wear from thrust of propeller.
- 6—Bearings are bronze backed, die cast, removable and interchangeable.
- 7—One piece Drop Forged Cam Shaft hardened and ground.
- 8—Cut semi-steel Gears.
- 9—Compact, Light, and will throttle down to low speed.
- 10—Guaranteed 3 years.

Write for
Catalog
of the
Complete
Doman
Line

DOMAN ENGINE DIVISION

UNIVERSAL PRODUCTS COMPANY

OSHKOSH

WISCONSIN, U. S. A.

TOPPAN OUTBOARD MOTOR BOAT

Send for details of our new 12, 15 and 18 Foot Models, designed for the new higher powered outboard motors. Sold with these motors at a special price. We can make one week delivery of

TOPPAN SEA CREST

36 Ft. 23 Mile Express Cruiser
and

TOPPAN SEA DOGS

22 Ft. 23-30 Mile Seagoing Double Cockpit Runabouts
TOPPAN BOAT & ENGINE CO., MEDFORD, MASS.

a safe and fast sea skiff

B. Schellenberg & Sons



EVERYTHING FOR THE PERSON OF THE YACHTSMAN, HIS OFFICERS AND HIS CREW

Clubs, yacht owners, commercial boat owners should take advantage of our almost 70 years' experience in outfitting the mariner, both inland and deep sea. Crews and Club attendants furnished without charge.

B. SCHELLENBERG & SONS

Established in 1857

99 to 105 Myrtle Avenue

(Near Bridge Street), Brooklyn, N. Y.
Telephone: Cumberland 0804



Up and Down Glen Canyon

(Continued from page 142)

from damage by an automatic tilting device which threw it out of the water and dissipated the force of the blow from the big boulder. It started as easily and ran as merrily as ever once I brought it back to position again.

Working back up the riffle again I found two of the boats laid against the bank with scowling figures bending above their motors. Bill Jones had run aground on a bar and Andy, after going to his assistance, was having trouble getting his own motor again into action. Tending throttle and timer by fumbling touch, I kept both eyes on the channel and pushed on up through the riffle without interfering further with the mosaic of the river bottom. The throttle was all but wide open for the last swirling pitch, but I knew there was still a kick or two in reverse if it was needed. It had been a gruelling test for a motor weighing only fifty pounds, but on the whole reassuring.

I found Tom lounging on a shady bit of beach and waiting to see if it was going to be necessary to start back on a rescue mission. Presently we heard the cheerful rat-a-tat of a starting motor, quickly followed by that of a second. Side by side the two boats fought their way up through the long riffle, finally heading in past the Flagship for orders. Tom motioned for them to keep going, and hustled me off in their wake. "You boys don't know nothing 'bout the Colorado yet, but you'll be learning fast," he said encouragingly. "Mebbe it'll be best if I try running along slow and keeping you all in sight till you get the hang of it."

It was a kindly thought on old Tom's part, and probably quite the best thing to have done under the circumstances. The only trouble about carrying it out was that he couldn't get started himself. He was still jack-knifed above the recalcitrant motor when I followed Bill and Andy out of sight beyond a jutting cliff, and all of the blue haze above him was not from dissolving rings of exploding gasoline. At the end of an half hour's wait the distant rattle of an engine told that Tom was on the road again. Getting our engines started as soon as he hove in sight, the whole flotilla was once more under way. For the next mile, between red walls that constantly reared loftier and more sheer, one boat after another took the lead, but always to relinquish it at the end of a few minutes as a consequence of trying to cut the corner too closely in rounding a bend, or some other little error of judgment that checked or stopped progress for a little while. But bad luck was about equally divided between the four of us, and we kept fairly well bunched until I rammed Bill Jones and killed his engine at a point where he needed all his power to get by. That was pretty near to being a real mess-up.

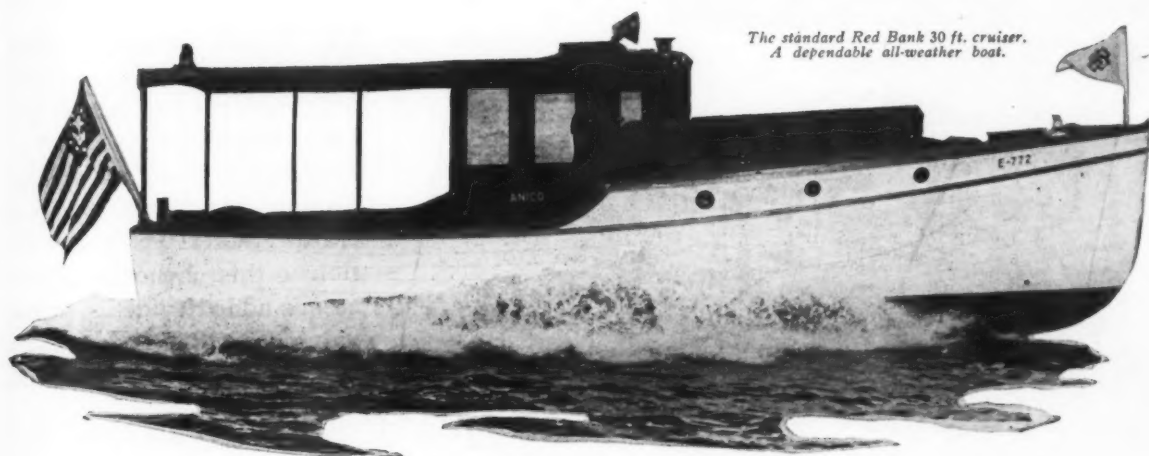
The trouble was primarily due to the fact that neither boat had more than one pair of eyes and hands available for work and observation which properly demanded a minimum of three or four of each. I had contrived to manage both my tiller lines with one hand, and so had the other available for intermittent soundings with a prodded oar. For baling my still leaking boat and tinkering with the engine one or both hands had to leave work which, at many points, was not safe to leave. Also, eyes which should have left off trying to read the riddle of the tell-tale swirls, had occasionally to be deflected for the direction of one of the other activities. Bill Jones' problems were about the same as mine, but were further complicated by the constant necessity of keeping filled the big can from which flowed the water to cool his motor cylinder. Naturally this left him considerably worried, especially as the Colorado continued to uncork more and more idiosyncrasies never dreamed of by the San Fernando irrigation ditch on which Bill had gained his swift-water training.

Bill was guilty of no greater error of judgment in trying to save distance by heading his boat up through the rolling wave thrown off by a half-submerged wedge of red sandstone than was I in trying to follow him. Indeed, the fact that I was pressing so close in his wake when the current got the best of him made the fault of the ensuing collision more mine than his. Even at the last moment the crash could have been avoided had I shut off my motor and allowed the two boats to drift back to open water. A giddy pride in the fact that my little motor seemed to be showing enough power to win through must have been responsible for causing me to try to shoot the boat up between the edge of the jutting rock and Bill's swinging stern. My bow missed both stern and rock, and so had nothing to check the speed with which it banged into Bill's engine. The latter, cocked up on its starboard clamp, hung by a hair, but I managed to keep from pushing it off into the water by shutting off my own

(Continued on page 148)

Red Bank Cruisers

CUSTOM and STANDARDIZED



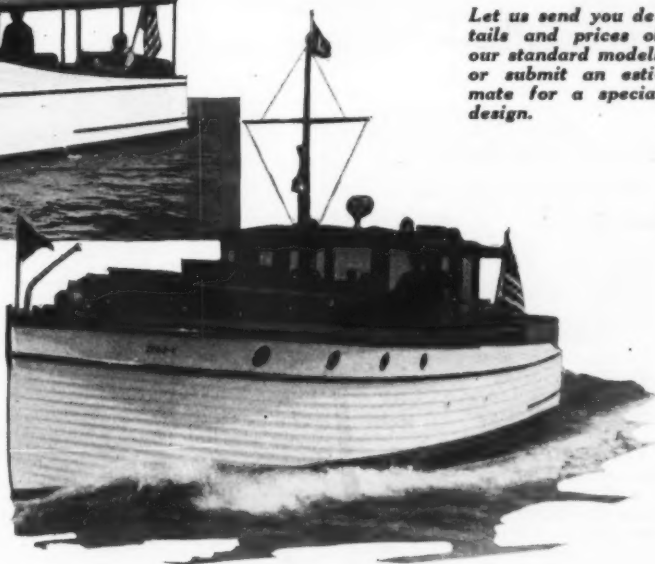
*The standard Red Bank 30 ft. cruiser.
A dependable all-weather boat.*

EVERY Red Bank Cruiser, standard models and custom built, expresses the achievement of years of naval architecture and boat building experience. Dependable and sturdy construction combined with complete accommodations for the fullest cruising comfort together with superior value have made Red Bank Cruisers popular with discriminating yachtsmen everywhere.



"Mary O," a 36'x9'6", custom built Red Bank cruiser just completed for Mr. H. W. Nichols of Lockwood, Ohio. Speed 27 miles per hour.

Vagabond, a 45 ft. double cabin, bridge deck cruiser designed and built by the Red Bank Yacht Works for Mr. H. S. Lewis of Beaver Falls, New York. Speed 14 miles per hour.



Let us send you details and prices of our standard models or submit an estimate for a special design.

RED BANK YACHT WORKS

RED BANK

Pierre A. Proal, President
Telephone: Red Bank 840

NEW JERSEY

FLORIDA AGENT: J. A. COOK, SARASOTA, FLORIDA

When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York

Indian Lake Boat Company.

DART
RUNABOUTS

340 East High Street
 Lima, Ohio

July 1st, 1926.

Scripps Motor Co.,
 5817 Lincoln Ave.,
 Detroit, Mich.

Gentlemen:-

It may interest you to know that every Dart Runabout we have sold powered with your Junior Gold Cup motor has given hundred percent satisfaction.

Will say that we never hesitate to recommend above motor, as our experience has been such that we have implicit confidence in every boat going out with the Junior Gold Cup.

This motor produces a constant even flow of power does not "load up" and idles to a degree that it is very easy to troll, if one so desires.

We hope to be able to give you a report on the G-6 at an early date.

Yours very truly,

INDIAN LAKE BOAT CO.

PER *Rex Maynard*

RM:RB



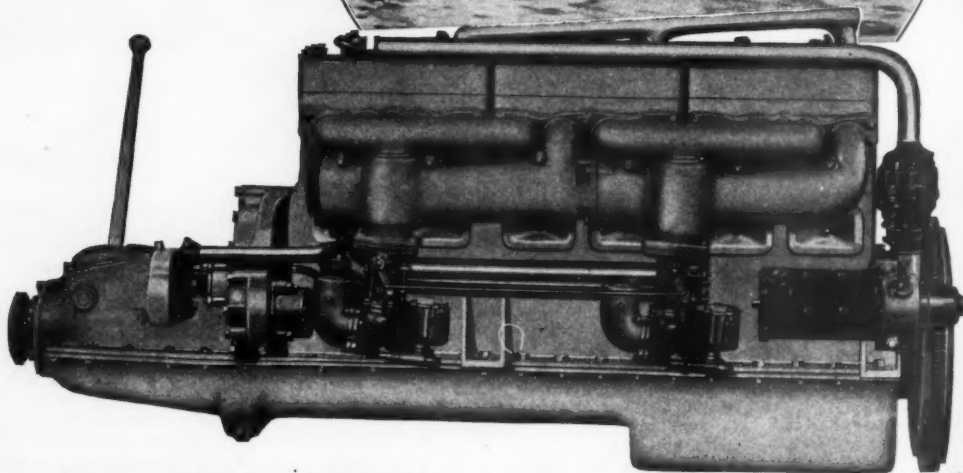
WITHIN a single year after entering the stock boat field, the builders of the Dart Runabout assumed a formidable position among leading producers of fine craft. SCRIPPS contribution to this phenomenal success is added evidence of the value of SCRIPPS products to both boat producer and boat user.

SCRIPPS MOTOR CO.

5819 Lincoln Avenue
 Detroit Mich.



The SCRIPPS line consists of a well rounded range of engines from 10 to 150 horse power, two, four and six cylinder. Types for almost every class of boat.



"The Motor that Crossed the Atlantic"

Advertising Index will be found on page 182

MORE and more discerning buyers are recognizing that if the power plant bears the SCRIPPS name plate, the boat builder has done his full duty to the hull, the owner and the passengers.

The builder profits in establishing a reputation for his boats for fleetness, control, quietness, and absolute reliability. In addition he is saved the annoyance and expense of frequent motor adjustments or repairs.

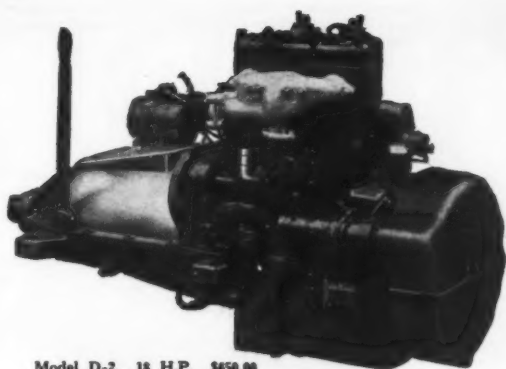
SCRIPPS engines are complete, compact units made for the most exacting marine service and fit in readily with a minimum installation expense.

On close analysis, the final cost of SCRIPPS engines is strikingly reasonable.

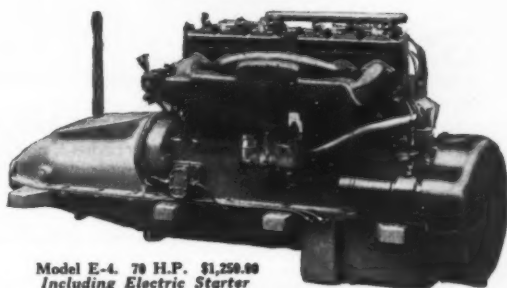
SCRIPPS MOTOR COMPANY

5819 Lincoln Avenue Detroit, Mich.

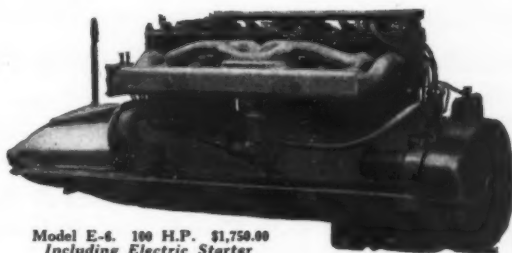
When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 110 West 40th Street, New York



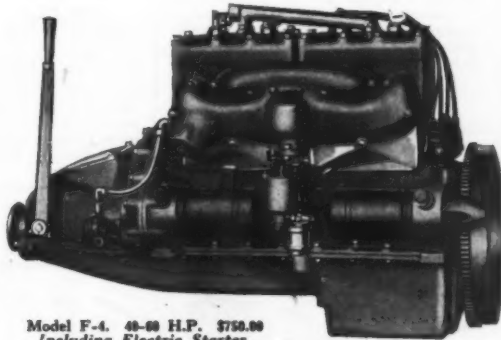
Model D-2. 18 H.P. \$450.00
Including Electric Starter



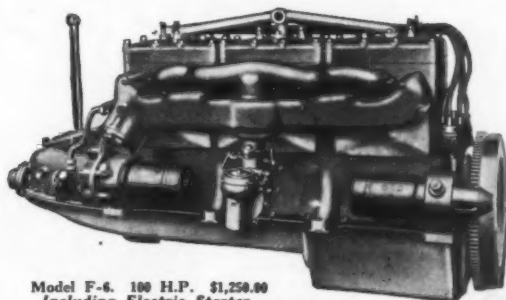
Model E-4. 70 H.P. \$1,250.00
Including Electric Starter



Model E-6. 100 H.P. \$1,750.00
Including Electric Starter

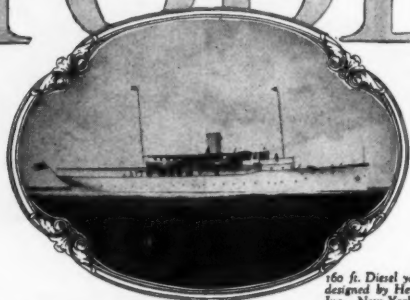


Model F-4. 40-60 H.P. \$750.00
Including Electric Starter



Model F-6. 100 H.P. \$1,250.00
Including Electric Starter

TODD



160 ft. Diesel yacht "Samar"
designed by Henry J. Gielow,
Inc., New York and built by
Todd Shipyards Corporation at
Tebo Yacht Basin, New York.

TEBO YACHT BASIN is nationally and internationally known for the very widest facilities in the building, repairing and reconditioning of fine yachts, both large and small.

No Yard or Basin in the United States excels Tebo in organization and craftsmanship—in every phase of marine artisanship from cabinet work to Diesel Engine Installation—in contractual relationship and the carrying out of delivery agreements.

Tebo Yacht Basin facilities for storage are convenient and accessible.

TODD DRY DOCK ENGINEERING & REPAIR CORPORATION
Foot of 23rd Street, Brooklyn, New York

Engines
Diesel Engines and
Diesel Engine Installation

Shipbuilders and Repairers
Oil Burning Equipment
Electric Drive Installations



YOU CAN BUY THE "PIONEER 35" Complete or K-D Frames and Patterns and Build It Yourself

THE "Pioneer 35" is a cruiser of beauty and comfort, staunchly constructed and thoroughly seaworthy. Sleeps four. Galley, lavatory and fully equipped for distant cruising.

All Complete
Ready to Run **\$4,950**

Write for bulletin No. 35 today, also for details of our new line of boats and designs from a yacht tender to 150-foot yachts and commercial boats.

PIONEER BOAT & PATTERN CO.
G. T. R. R. Bridge Bay City, Mich.

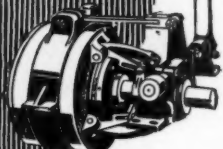
PRICE REDUCTION

Get our new low prices for knock-down frames and patterns of the "Pioneer 35" and other Pioneer designs. They offer big value for little money.

PARAGON Reverse Gears

Famous
for
Long Life

PARAGON
GEAR WORKS
Taunton
Mass.



Up and Down Glen Canyon

(Continued from page 144)

motor. Then the whirlpool in the eddy below the rock caught both derelicts, played "ring-around-the-boulders" with them for a minute or two before slapping and putting them to bed under the overhanging of a big cliff.

Tom and Andy, chugging along a couple of hundred yards ahead, saw nothing of the precious mix-up and so kept right on going. We two culprits, for a few moments rather inclined to howl for help, gained renewal of courage as soon as it was evident that we were neither swamped nor swamping. Five minutes bailing got rid of the worst of the shipped water and hurried tests revealed nothing wrong with the motors for all of their bumpings. Cheering Bill by assuring him that this was a mere incident in comparison to what happened to Powell and the Kolbs every day of their Colorado voyages, I proceeded to outline a plan for getting us both out of our difficulties. Since my motor was the easier started, I explained, I would push out into the stream first, get going, and then swing back and take his painter for a tow. That would ease off the water pressure against his propeller and give his engine a better chance to get to hitting.

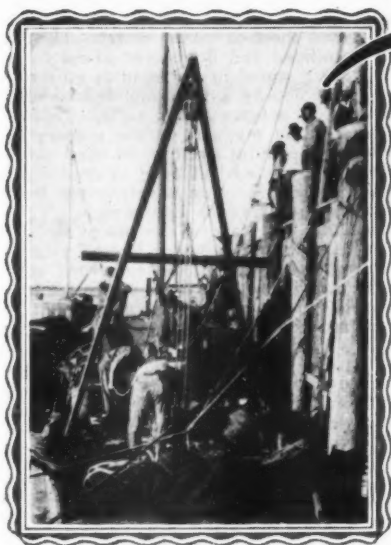
Tilting my engine clear of water, I sat down to my oars and pushed off. Pulling out of a rock-beset whirlpool is not the sort of an operation that one can ever display much smartness and finesse at; even so, I still cannot look back with much pride on the fact that I circled this one five or six times—bumping hard against Bill's boat and each of the encompassing rocks at every circuit—before floundering into clear. Fortunately, I pulled well out into the stream before leaving the oars and turning attention to my engine. Otherwise I would have been on the rocks again in a jiffy. For my hitherto faithful little motor, after a swift opening spin, simply sighed drowsily three or four times and fell fast asleep. I had spun a wheel above dormant cylinders for five minutes, drifting meanwhile four or five hundred yards down-stream, before I located the seat of trouble in the empty tank, unrefueled since the trial runs of the day before.

Refilling on the bank of a convenient eddy, I started back to recover the lost distance and incidentally my marooned comrade. Bill had gamely tried to sally to my rescue, but had accomplished nothing much more tangible than the tracing of queer cuneiform characters on the encircling rocks with the propeller of his tilted motor. Winged to my ears somewhat indistinctly above the roar of my engine, I thought at first his words had to do with a spirited translation of the cryptic character his erratic spinnings had engraved upon the sandstone. Throttling down as I signalled for a line, I found that he was simply telling the whirlpool what he thought of it—and in language neither cryptic nor polite.

About the only thing needed for the proper rounding out of the little episode was the entangling of Bill's painter in the fly-wheel of my motor—and I did it. Being towed is a real help in starting a cranky outboard motor, but it is only practicable when there is an extra man in the leading boat to look after the line. I caught Bill's flung painter smartly enough, but when four or five pressing navigational duties developed at the same instant I cannot censure myself over-severely—in retrospect at least—for not preventing the frayed end from fouling the spinning wheel. Bill's boat was whisked out of the whirlpool and wound in like a taffrail log, but by great good luck the motor stalled down and died before the painter was all reeled up. Missing by a hair being drawn back into the swirl, the two boats swung side-to-side, floated with the current across to a bar on the opposite bank of the river and came to rest. Disentangling the painter, I held the nose of Bill's boat until his engine was started and pushed him off again into the current. Passing the raffle by working up the quiet water on the bar side, we rounded the bend to meet the Flagship, barging down stream with the current at full speed, coming to look for us. Pantomining engine trouble in response to Tom's interrogatively lifted palm, we held on our courses. There was some consolation in the fact that the shameful performance had not unfolded under the critical eye of the Commodore.

Running with only minor mishaps for the rest of the morning, we landed for lunch on a talus of great sandstone boulders in the shade of an overhanging cliff. It was not until Tom tried to describe for me a point not far back as the site of the great Lee's Ferry Dam that I realized how very little of the Canyon I had seen—with an eye, that is, to fix any image in my memory. Beyond a vague impression that the walls had been getting higher and more abrupt as we proceeded, the sum total of my mental pictures had to do

(Continued on page 150)



"Proved by Work-Boats"

— the endorsement which all pleasure boats need !

STEADY running in all kinds of weather, twenty-four hours a day for months at a stretch—that's the kind of service which work boats give an engine—and that's the test where CUMMINS Oil Engines have *proved* their dependability and power. For, this small size full Diesel engine has mastered easily the hardest and steadiest work boat service.

CUMMINS Oil Engines are neat, compact, and trim—do not smoke—and they are safe, dependable, and economical. They weigh no more and are no bigger than an ordinary heavy duty gasoline

engine of the same power. They start instantly from stone cold without blow torches or electrical preheating devices.

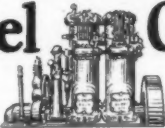
CUMMINS Oil Engines are ideal for pleasure boats because they are easy to operate, cause no trouble and are safe from the hazard of fire. They are ready to go whenever and wherever you are, and they will carry you safely, quietly, and at good speed. Fill out the coupon below and get full information about the advantages which the CUMMINS offers you for your yacht, work boat, or cruiser.

Cummins Engine Company—Columbus, Indiana

CUMMINS

Full Diesel Oil Engines

1 to 6 CYLINDERS



12 1/2 to 75 H.P.

F. C. Erdman, Inc.
The Union Trust Bldg.
Cleveland, Ohio

A. G. Griese, Inc.
331 Madison Ave., at 43rd St.
New York City

Walter H. Moreton Corp.
1045 Commonwealth Ave.
Boston, Mass.

S. V. B. Miller
72 Marion St., Seattle, Wash.

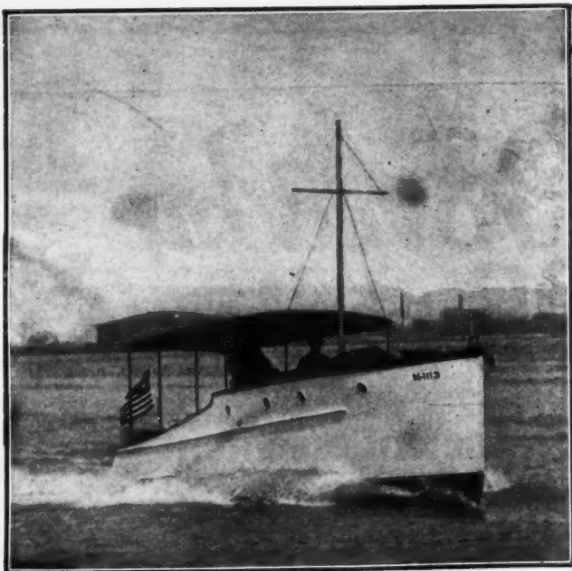
Cook & Foster
Astoria, Oregon

CUMMINS ENGINE COMPANY,
Columbus, Indiana.
Please send me your new catalog and prices.

- ☐ I am a work boat owner.
- ☐ I am a pleasure boat owner.
- ☐ I am a boat designer or builder.
- ☐ I am a marine engine dealer.

Name

Address



The New "Marco" 33-Footer

In this thirty-three-foot cruiser you will find a craft that is graceful in appearance with beautiful, long sweeping lines, rugged in construction, seaworthy and safe, faster than the average cruiser and with tremendous reserve power, fully equipped to the last detail.

Some of the details worthy of special mention are: A self-bailing cock-pit over 12 ft. long with awning and side curtains, a fully equipped galley separated from the main cabin, a fully equipped lavatory, four roomy berths, full head room, a speed of 15 mi. per hr., a six-cylinder engine, a large hanging locker, a built-in ice box and a built-in buffet.

Immediate Delivery

**MARINE CONSTRUCTION
COMPANY**

Wilmington

Delaware

Up and Down Glen Canyon

(Continued from page 148)

with a corridor occupied at one end by a spinning fly-wheel and at the other by the V of the bow silhouetted against a red-brown sheet of rolling water. The place where Bill and I had collided and floundered about for half an hour in an eddy was pictured in my mind as no more than a half-closed well, occupied by a whirlpool full of rocks and opening on one side to a fast-running riffle. This was due to no lack of interest on my part in the scenery of one of the most strikingly beautiful stretches of the Colorado, but only to the fact that my mind had been so occupied by the overlapping duties of navigating an undermanned boat that it had failed to register extraneous impressions. This, I may add, continued to be the case to the end of the up-river voyage. Almost the only places which I recall clearly are those where a halt was made, and of these there is the most detail in the vistas that opened up from where we lounged lazily among the rocks in the half hour after lunch. Camps were too often made after dusk, and broken in a hectic rush the next morning, to leave much impression of their scenic features. Of the natural beauties of that striking reach five miles above Lee's Ferry that is rated as possibly the most-favorable of all Colorado River dam-sites, I have no recollections whatever beyond those gained when we halted there on the downward voyage.

Glen Canyon is the Grand Canyon on a slightly reduced scale; but what it lacks in sheer magnitude it makes up in the added charms of its gentler natural beauties. Although its walls are neither less sheer nor less lofty than the average run of those of the Inner Gorge of the greater chasm, the less torrential current of the river—due to a slighter declivity—in Glen Canyon has permitted the formation of more frequent and more fertile stretches of wooded bank and bench. One is never out of sight of trees, nor often of flowers. Very rare are the reaches where there is not a fringe of willows at the foot of one wall or the other.

But the crowning glory of Glen Canyon is in the bower-like amphitheaters of verdure that were responsible for its name. These are primarily due to the seepage of water down through the porous sandstone to drip in sparkling showers from the overhangs and bubble in clear springs from the base of the cliffs. The loftier bowers—some a thousand feet above the river, close under the canyon rim—form an almost unbroken chain of hanging gardens throughout the hundred and fifty miles from the mouth of Fremont River to the head of Marble Canyon. As far as the glass reveals, their verdant brightness is that of trailing fern. The river-side bowers are larger but less frequent. They are veritable tropical jungles of oaks, berry bushes and blossoming flowers. And deep back under the cliff behind the masking verdure is always to be found a pool of clear, cold water. No more enchanting retreat from the blistering noonday heat of the river could have been designed by a Titania. Many a sun-scorched brow and ruffle-ruffled temper did we cool in the lucent depths of these bowers of Glen Canyon.

With replenished tanks and freshly greased gears we shoved off after lunch to meet a very purposeful set of current that came swaggering down walls that sprang sheer from the water on either side. At one considerable stretch where there was no place to wade and tow in the event of engine failure, we faced our first real test. Tom seemed to get by with a shade to spare. Andy was harder put, but won through with the very material help of Lute at the oars. With me it was touch and go for a few minutes. Wide open and speeded up to the last notch, taking advantage of every little swirl and eddy where the base of the cliff checked the sweep of the current, my progress for the worst hundred feet was literally inch by inch. My motor was lost in steam-clouds as I came out to the easier water, and Tom greeted me with an "I-told-you-so" grin where he was waiting against the bank.

"Mebbe you'll believe now what I tell you about what the Colorado does to plunger pumps," he remarked grimly, flicking water on my sizzling cylinders. "That new one of yours is all in at the end of four hours running. Can't do nothing for it now. Nurse her along for another hour or two if you can. We'll make camp early if we have to and you can rig up a can like the rest of us. Work her on easy. Give you a tow if you need it."

That last was grunted as Tom gave the first twirl to the wheel of his own motor. After five minutes cooling my scoured pump threw a fairly good stream again, and there was just a slight touch of balm in going popping merrily off up-stream and leaving Tom and his bucking engine still spitting compliments back and forth at each other. With

(Continued on page 152)



Used as Standard Equipment by:

Sterling Engine Co.
Indian Lake Boat Co.
Scripps Motor Co.
Gar Wood, Inc.
Hacker Boat Co.
Kermath Mfg. Co.
Laurel Motors
Delco Light Power Units
Stearns Motor Co.
Sea Sled Corp.
Horace E. Dodge Boat Works

May 15, 1926.

The Ireland & Matthews Mfg. Co.,
Detroit, Michigan.
Gentlemen:

Needless to say we never adopt any accessory or part as standard for Hall-Scott Marine Engines unless it enhances the performance of the motor.
The question of feeding an adequate fuel supply to marine engines has always been an important one. We have found your Autopulse solves this problem better than any other device or system that we know of. It is so simple, and its operation so efficient, uniform and positive that we are using it as standard equipment on all of our models.

Very truly yours,

HALL-SCOTT MOTOR CO.

Used as Standard Equipment by:

Chris Smith & Sons
Packard Motor Company
(Marine Div.)
Wills St. Claire Motor Co.,
Deussenberg
McFarlan Six
Winton Engine Co.
Hall-Scott Motor Car Co.
Chevrolet Bros.
Mack International Highway and
Parlor Car Buses
Purdy Boat Co.



CHRIS SMITH & SONS BOAT COMPANY
ALGONAC, MICHIGAN
DEALER FOR HALL-SCOTT MARINE ENGINES
DETROIT, MICHIGAN

December 3, 1925.

Ireland & Matthews Mfg. Co.,
Detroit, Michigan
Gentlemen:

We are enclosing herewith contract for our next season's requirements on autopulse. After a season's use as standard equipment on our Chris-Craft with very gratifying results, we wish to state that we think the autopulse equipment for marine work, being absolutely automatic, having very few gasoline connections and very positive in its action.

Wishing you continued success with the manufacture of this product, we are
Yours very truly,
CHRIS SMITH AND SONS BOAT COMPANY

Jay W. Smith

JWS:ES.

BRACKLEBATH CORPORATION
VACUUM BOOSTER CYLINDER
FOR
HYDRAULIC OR MECHANICAL BRAKES
BRAK
VAN HOUT ST. ADJOINING QUEEN BOULEVARD
LONG ISLAND CITY, N. Y.
TELEPHONE STALLWELL 8478

September 30, 1925.

Ireland & Matthews Mfg. Co.,
1500 Beard Avenue,
Detroit, Mich.
Gentlemen:

My boat, The Baby Boatlifter, which won this year's Gold Cup and Dodge Memorial Trophy, and Mr. Dodge's Baby Horace, which finished second in the 150 mile Sweepstakes, were equipped with Autopulse fuel pumps.
I drove both boats in these races and did not have a moment's trouble with the Autopulses. They supplied fuel under sufficient pressure not only to give full power when wide open but instantaneous acceleration at the turn, mechanically open but instantaneous acceleration at the turn, signs of taking the Autopulse seems perfect and showed no signs of taking which, of course, is extremely important for boat work.

Sincerely yours,

C. J. Brack

THE AUTOPULSE

Simple, Efficient, Uniform, Positive

The Boat Builder
The Engine Builder
The Driver-Owner

ALL

Acclaim the AUTOPULSE
The Ideal System of
Fuel Supply

LIST OF AUTHORIZED DISTRIBUTORS

W. M. Wallace
3315 Cleveland Street
Washington, D. C.
Lathan Company
13 North Park Street
Portland, Oregon
Alker-Donovan Company
518 Canal Street
New Orleans, La.

Chas. Newding Co.
2305 Postoffice Street
Galveston, Texas
C. W. Greene Co.
Tampa, Fla.
Marine Equip. & Supply Co.
116 Walnut Street
Philadelphia, Pennsylvania

Volney E. Lacy
Charlotte Station
Rochester, New York
Thompson-Schell Co.
120 Clairmount
Syracuse, New York

Henry H. Smith Co.
334 E. Jefferson Avenue
City
Schebler Carburetor Co.
58 West 45th Street
New York City, New York
W. J. Connell Co.
121 Brookline Avenue
Boston, Massachusetts

Harrison Motor Car Co.
Stout and Broadway
Denver, Colorado
J. F. Dixon
1835 So. Hope Street
Los Angeles, California
Sunset Electric Co.
11th and Pine Streets
Seattle, Washington

For Complete Information, Write to

IRELAND & MATTHEWS MFG. CO.
1500 BEARD AVE. Established 1889 DETROIT, MICH.

When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 110 West 40th Street, New York

Richardson

BOATS

KNOW about Richardson better boats before you select your next water craft. For more than twenty years, Richardson-built boats have held first rank in the fine art of boat building. Richardson was among the first boat builders to adopt standardization methods and you can buy a Richardson cruiser or sail boat for much less than you would expect to pay for these master-made craft. Write for the Richardson plan today—it will give you a new conception of better boat values.

RICHARDSON Boat Company, Inc.

372 Sweeney Street
North Tonawanda, N. Y.

Eastern Representative:
C. J. LEWIS

167 East 39th Street, New York City




LOBEE CIRCULATING & BILGE PUMP

You can't get a better or more reliable pump than the Lobee because there isn't a better one made. It has been the World's Standard of Pump Quality for 25 years. No other pump has proven so popular in the marine trade. Simple, compact, noiseless and positive. These pumps will outwear the engines to which they are attached.

Gear and Rotary Pumps from 1/4" to 1 1/2" suction and discharge. Different designs for various types of drive and mounting made to order. Write today for catalogs and prices. Sold by Leading Dealers Everywhere.

Lobee Pump & Machinery Co.
1790 Niagara Street, Buffalo, N. Y., U. S. A.

MIANUS Diesel and Gasoline Engines

DIESEL ENGINES—7 1/2 to 125 B.H.P.

Each engine designed and built to meet the requirements of the highest class of the American Bureau of Shipping.

**Gasoline Engines—2 Cycle, 3 to 15 H.P.
4 Cycle, 25-40 H.P.**

Write for Bulletin M

Mianus Sales Corp.

General Offices: 165 BROADWAY, NEW YORK
Factory: Stamford, Conn.

BRANCHES
New York Los Angeles, Cal. Boston, Mass.
Baltimore, Md. Norfolk, Va.



AGENTS
Kellips Engineering Co., New Orleans, La.
Pleper Sons, Charleston, S. C.
F. W. Baskus, Miami, Fla.

Up and Down Glen Canyon

(Continued from page 150)

easy water things went on fairly well for the next two or three miles. Andy and Lute were out a long ways ahead for a while. Then something went wrong with their engine and both Bill and I passed them where they hung disconsolately to a bunch of willows. Bill increased his lead while I stopped to cool my pump, and finally old Tom barged by with the Flagship, jauntily offering a tow-line.

A wide shallow riffle where the river took a long sweep to the north marked my head of navigation with engine for the day. Tom and Bill went up rather smartly, but common sense should have told that my fading pump would not be equal to the strain. Half way up the overheated engine stalled and stopped, unfortunately, just above the only visible boulder in the whole riffle. Of course, I swung back and lodged squarely across it, and of course my up-stream gunwale hove down and intercepted an eighteen-foot swath of the flood of the Colorado. The boulder kept the boat from filling and sinking, but it had little more than an inch of freeboard when I finally shoved clear and started paddling for the bar. It had drifted down below the foot of the riffle before I was able to make a landing.

Andy and Lute hove in sight by the time I had finished bailing, but in trying to stand-by and pass me a tow-line their propeller smashed into the gravel and stopped the engine, apparently for the day. Rigging bow and stern lines to control the course of the boat, I set off towing up the bar. With properly adjusted lines, and under favorable conditions, it is possible to steer a boat almost where one pleases in this way. Slacking the bow-line and taking in the stern causes the current to drive the boat away from the bank. The opposite procedure brings it in. Even a single man may exert his strength to good effect in towing by this method, but only when he has a stream fairly deep and clear of rocks and a good bank to walk on. On this occasion it failed on account of the shallowing of the bar along the riffle. I overcame that by taking hold of the bow and wading, but it was punishing work with the heavy boat among the slippery boulders. With a slower current and only sand underfoot, it was easier going above the riffle—or rather, it was until all going on the hoof ceased abruptly where the bottom shelved sharply at the foot of a sheer red wall.

The pump spat nothing but steam when I started the engine again, so I only kept it running long enough to cross to the opposite bar. Resuming my wading in quieter water, I doubled a long spit of sand at the end of a quarter of a mile, to be greeted with the welcome sight of a blue curl of camp-fire smoke at the head of the next bend. Continuing on up the same side until I was a hundred yards above the eddy where Tom had tied up the boats, I pulled across and moored alongside the Flagship. Tom was already out of sight, scouting on foot down the right bank for the missing boat. The shadows of night were thick along the river bottom before the flotilla was made complete by the arrival of three very weary men plodding through the soft sand at the end of a tow-line. And that was the first day!

Our camp that night was pitched on the hump of a clean, white newly-uncovered sand-bar. A bar lacks a good deal of being the most favorable character of camp-site offered by Glen Canyon; at the same time it is far from the worst. The ideal—indeed, quite the idyllic—site is one of the bower-like glens, with its protection from the wind and rain, its clear water, and its soft natural couches of bracken and maiden-hair. With some leeway in the matter of the moveable feast of our noon-day stop, it was usually practicable to dock at one of these Titania rest-houses for lunch. Pushing hard to take advantage of the last of the daylight on the river, making one for the night camp was entirely a matter of luck. Failing a glen or the mouth of a clear stream, a dry sand-bar was usually preferable to grading off a terrace among the willows of the steeply-sloping bank. In favor of the bar was its comparative freedom from snakes, scorpions and centipedes, the hard, firm landing it provided and the fact that it was always approximately level. Against it was its lack of shelter, the shiftiness of the sand and the fact that it was always in danger of inundation in the event of a sudden rise. At one or another of our sand-bar camps we experienced diversions due to each of these causes. That of the first night had to do with wind and the unstable mindedness of sand.

Later, when we became more sapient of Glen Canyon meteorology, we learned to expect and to prepare for the gusty twilight wind squalls that seemed invariably to follow a clear, hot day. These appeared to be caused by the highly heated air-columns between the Canyon walls rising

(Continued on page 154)

For Boating Post Graduates

If you have passed through the various stages of boating experience and are ready for the last word in performance, speed and reliability

Get a **BABY GAR**

The final development of Gar Wood's 12 years' experience.

Immediate Delivery Now

For Demonstration Communicate With

HOWARD W. LYON

EXCLUSIVE DISTRIBUTOR

Gotham National Bank Building

1819 Broadway, New York City

Telephone: Columbus 1212

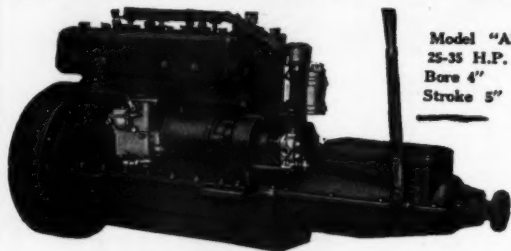
Built by

GAR WOOD, Inc., Detroit, Mich.



Pacing off a fast mile in front of her owner's castle at the Thousand Islands, Alexandria Bay, N. Y., SNAIL, a Baby Gar owned by Edward J. Noble, president of "Life Savers."

ROBERTS MOTORS

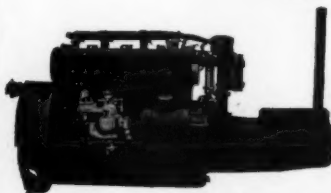
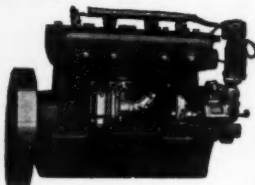


Model "A"
25-35 H.P.
Bore 4"
Stroke 5"

Price \$388.00, without reverse gear or starter.

Model "J" 16 H.P. Bore 3 1/2",
Stroke 4". The lowest priced
engine in America. Complete as
shown, \$197.00.

Interchangeable with Ford parts



Model "R" 16-20 H.P.
Bore 3-25/32", stroke
4". Price complete
without reverse gear
or starter, \$250.00.

ROBERTS MOTORS
SANDUSKY, OHIO

TANKS

FOR STORAGE OF

GASOLINE, OIL or WATER
MADE TO ORDER

OF ANY SIZE OR SHAPE REQUIRED
RIVETED OR WELDED SEAMS

Rudders, Stacks, Special Work

L. O. KOVEN & BROTHER, INC.
154 OGDEN AVE., JERSEY CITY, N. J.

For Above or Below Water Line



PATENTED

This Compact
Marine Electric
Closet is designed
to suit the re-
quirements of
motor boatmen.

It is absolutely
reliable and sim-
ple to operate,
requiring no pre-
vious instructions.

No cruiser should
be without this
beautiful fixture.
32 and 110 Volts.

U. C. LEE & CO.
3106
N. Western Ave.
Chicago, Ill.

Up and Down Glen Canyon

(Continued from page 152)

to get above the more rapidly cooled air strata of the open plateaus. It was always a good deal of an atmospheric rough-and-tumble while it lasted, with the inoffensive bystander usually coming in for all the worst of it. Directly the sun had ceased to strike the higher levels, the fast chilling atmosphere would come tumbling down over the rims in great fresh cataracts of coolness that set going a veritable aerial maelstrom in the hot pool of the Canyon. Coiling air columns danced like dervishes over bar and bench, flinging on high all that was loose, spraying with a blast of air and sand all that was fixed. In from twenty minutes to half an hour atmospheric equilibrium was restored, and a cooled and freshened Canyon grew quiet for the night.

As we learned better how to pick our sand-bar camp-sites with the river, a rock or a patch of willows to windward, this twilight changing of the aerial guard came to trouble us less and less. That hastily pitched camp of the first night, however, was in the heart of a waste of loose sand, so that the dancing dervishes, swooping down from the cliffs that walled three sides of the bend, met, mingled and mangled directly over Tom's nascent driftwood fire. The fire, except for the few heavier brands that found lodgment among the unrolled bedding, dissolved heavenward in a shower of spinning sparks. The half-cooked supper might have gone farther but could hardly have fared worse. Just how badly it fared may be judged from the fact that the optimistic Lute first hailed a sticky, sand-shot handful he had salvaged from the lee of a log as his missing ham-and-eggs, and then—after biting into it—had to change his verdict to "canned pineapple and a fragment of shoe-sole."

Stamping out the scattered fire-brands, we suppered on crackers and bully beef, shook the sand from our blankets and turned in. Tom's axe, cracking up the wood for the breakfast fire, was the only other thing to disturb my rest that night. He claimed that it was four o'clock the next morning, and showed a watch to prove it. I knew better, but somehow couldn't present my arguments effectively, especially when I found that all of the others had been deluded into getting up and (if somewhat languidly and sulkily) even packing up.

And old Tom proved to be right after all. The lemon-primrose flush of the false dawn was flickering above the ebony-black loom of the sky-framing rim before we were at the end of our hot-cakes, and by the times tanks were filled, gears greased, boats loaded and the flotilla ready to shove off there was almost enough light by which to pass the proverbial Moslem distinction of telling a black thread from a white. Other distinctions proved more difficult to draw, such as those between fingers and bits of rubber hose, or between quicksands and firm bar. Big Bill Ramsaur foundered mid-thick deep in an ill-advised attempt to wade around to the stern of Tom's boat to help lubricate the sand-scoured gears.

The other victim of the low lisibility was myself—working on a new water-cooling system to replace a plunger pump the cylinder of which had been worn to the thinness of paper in the course of the previous day of running in the sand-charged flood of the Colorado. That the rosy glow of the coming day did not cast its light-plummets into the dusky depths in time to prevent the pulping of my thumb while wedging the draining tube into the bottom of the five-gallon gasoline can which was to be the reservoir of the gravity-feed was really only a matter of secondary importance—all in the night's work, so to speak.

(To be continued)

Rockaway Park Regatta

A series of races under the Auspices of the Yacht Racing Association of Jamaica Bay, were held at the Rockaway Park Yacht Club on August 8. This is the fourth Annual Regatta held by this Association, and the Rockaway Park Yacht Club acted as hosts on this occasion. The star performer on the first day's program was a fast boat called Oh Min, and belonging to Charles Trunz. Oh Min competed in the 340 cubic inch runabout class, and in the free-for-all class. She had no difficulty in leading the field, all the way around the course. Outboard races were also held, and on the second day's racing, a heavy wind swept across the course, which made it seem desirable to call off the events for the 151 inch hydroplanes and the free-for-all runabouts. Eleven outboard motored boats appeared for the racing, and completed the course, in spite of the heavy weather.

"Evinruding" Across America!



A 5280 mile trip that brings you the greatest Evinrude ever built

THIS shows the route and finish of the first successful transcontinental waterway trip in American history. The conception of Captain John Edwin Hoag of the Adventurer's Club of Los Angeles, who recognized its dangers by flaunting the words, "Heaven, Hell or Hoboken" from the bow of his small 18-foot craft, Evinrude powered. Leaving Astoria, Oregon on May 20, 1925 and arriving at New York, Sunday, October 4th, Captain Hoag wired: "Evinrude finished with pep enough to turn around and do the 5280 miles all over again!"

Now—Automobile Comforts from a Rowboat

Out of this trip came a new realization of the true possibilities of an outboard motor. Lessons of priceless value were learned. The result is the new, 1926 Champion EVINRUDE Sport Twin—the greatest Evinrude ever built. And all the world knows what that means! Now, and only in an Evinrude, can you get practically the same convenience, comfort and utility from a rowboat as from your car. Some of the 12 features that make it a fact: Electric light, giving daytime safety to night cruising.

Twin-cylinder, valveless motor — practically vibrationless and so light (only 44 lbs.) and simple that a girl or boy can carry, attach and operate the Sport Twin. In 10 minutes you learn to handle your Evinrude-equipped rowboat with the grace of a launch and better than your car. Ford-type, dual ignition — battery or magneto for starting or running. Speed range now from 2 to 10 miles per hour. Steer with tiller or from anywhere in boat. Self-steering also, with both hands free.

Write today for the Evinrude Year Book and name of dealer nearest you. Ask your Evinrude dealer for a demonstration.

EVINRUDE MOTOR COMPANY, 575 Evinrude Building, Milwaukee, Wisconsin
Also makers of the world-famous Evinrude Single and Big Twin (4 H.P., 10 to 15 M.P.H.) and Evinrude Camp Stoves.

The New 1926 Champion EVINRUDE Sport Twin



New!

Dual Ignition. Ford type — battery and magneto. Starting as sure as your car.

New!

Electric Lighting. Boat and motor can be illuminated whether motor is running or stopped



Copyright
Underwood &
Underwood

Distributors

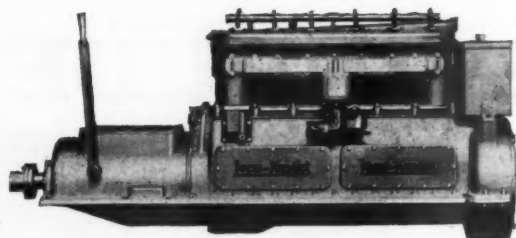
115 East 23rd St.,
New York City, N. Y.
259 Atlantic Ave.,
Boston, Massachusetts
117-119 Broadway,
Oakland, California
211 Morrison Street,
Portland, Oregon

Economy and Genuine Service

The Loew-Knight is an economical engine because it stays in good running condition without calling for repairs or tinkering. And for genuinely satisfying service, this sliding sleeve-valve engine is unexcelled—quiet, smooth, powerful—a thoroughly dependable power plant.

Loew-Knight

ENDURING AS THE AGES



The Loew Manufacturing Co.

*Sole Licensee and Manufacturer of
Knight Sleeve Valve Marine Engines*

CLEVELAND, OHIO

THE DART RUNABOUT

The Perfect Creation of the
Indian Lake Boat Co., 350 E. High St., Lima, Ohio.

26 FOOT

10 PASSENGER

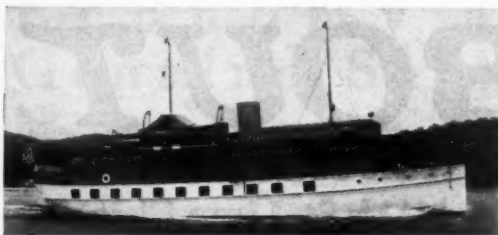


DART
"BANKING"

**Distinctive Beauty-Exclusive Appointments Scripps F-6 Power Plant
Operates Like Auto-Luxurious Comfort-Seaworthy-Safe-Price on Request**

When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York

The House Yacht Offers Unexcelled Advantages



House Yacht Royono, 87' 6" x 17' x 4', just completed by the N. Y. Yacht, Launch & Engine Co. for Mr. J. B. Ford, Jr., of Detroit. Powered by two Twentieth Century 100 H.P. marine engines.

COMFORT afloat in its highest degree is usually found only on houseboats. Not only does the houseboat allow for more conveniently arranged and more spacious accommodations than any other type of craft having equal dimensions, but if it is built by the New York Yacht, Launch & Engine Co. it is yachty in appearance, seaworthy and able in performance.

Let us submit the details and price of our standard designs.

New York Yacht, Launch & Engine Co.
Morris Heights, New York



Class I Combination Post Light with Red and Green Lenses. Top screws off permitting access to bulb and wiring without detaching light from deck.

Running Lights

KAINER running lights for all classes of boats are fitted with approved fresnel lenses. The bodies are heavy cast brass and built to outlast the boat. Non-rattling glass. The Kainer line includes combination post lights for class I and II boats, combination lights for class I and a complete line of separate lights for all classes.

Write today for catalog and prices

KAINER & COMPANY
CHICAGO

761-763 Mather Street



All Under One Glass

[Indirectly
Illuminated]

THE new Elgin Unit Control Board, enclosing all essential instruments under one glass, is now available to every motor-boat owner. Contains an Elgin Chronometric Tachometer, Ammeter, Oil Pressure Gauge, Motor Temperature Gauge, Air Gauge for Gasoline line, and a 6-volt lamp.

Write for Complete Specifications

Elgin National Watch Company
86 East Randolph Street, Chicago, U. S. A.

Tachometer
Division

Twenty-six Feet from Broadway

(Continued from page 25)

and ran a bow line ashore. Here we spent two days, upon the second of which the rain ceased and offered an opportunity for the Skipper to paint a half dozen of what the Mate insisted upon calling thimbles, but which are listed in marine catalogues as fenders. Here also upon a large rock was painted a great white bulls-eye to mark the spot against our return another year. The fish continued to nibble and the bait merchant continued to make his daily calls, while from a farm house a half mile up the shore there swam one morning a flock of ducks, under the able leadership of a dignified drake, and made an inspection of Jobeanka's entire hull with much quacking and fussing, picking therefrom the numerous small insects which had been attracted to the whiteness of its sunlit sides. The Mate decided that such friendly ducks deserved a banquet and having thus decided immediately spread the repast upon the surface of the lake to the evident delight of the banqueters, who from that moment forth came from either near or far every time the Skipper or Mate appeared on deck. Each time during the next two days that the Skipper had occasion to enter the lilliputian dinghy (by this time referred to only as the long boat) and proceed shoreward, he was escorted with an advance, middle and rear guard of brown, white and yellow ducks each talking in loud and quacking tones, presumably of food. By the third evening of our enforced stay the wind had wandered around into the northeast and Jobeanka was moved across the bay under the protection of a high pine clad bank to spend the last night of a delightful experience. Here a flock of sheep from some far off farm came down to the water's edge for a friendly view of boat and crew and then trotted off the extreme end of the point behind which we had taken refuge, there to huddle together throughout the night. Later some fishermen trying their luck at night angling passed by and we could hear their voices across the water until near midnight when upon the distant side of the bay a signal light was shown and they headed in that direction. Out upon the wider stretches of the lake the wind continued to blow, but Jobeanka lay quietly in the deep water close to shore while her Skipper and Mate were lulled to sleep by the soft sighing of a diminishing breeze in the tops of the tall pines which bordered the high banks of the shore.

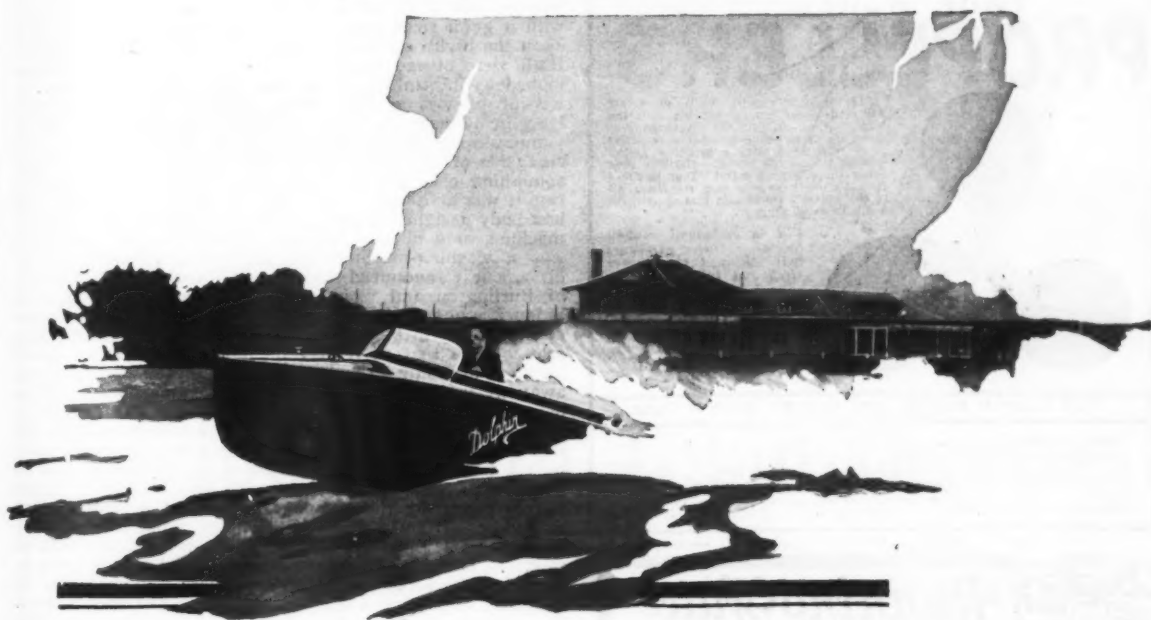
Jobeanka started up the Alburgh passage in the morning. The sky was still inclined to grayishness but the clouds were high and the wind had died down to a lazy breeze. In an hour we passed the drawbridge that connects North Hero Island with the long Alburgh peninsula, left Balm of Gilead Point on the port side and soon picked up the can buoy that marks the channel at the north end of North Hero, rounded it and headed south through Great Back Bay past Butler's Island, then Diadama Island and on into Little City Bay, upon the high shore of which lies the tiny town of North Hero, with its century-old buildings, its quaint little hotel, the ever-present garage and gasoline station, and the welcome-extending inhabitants lined up upon the high shore to see us come to anchor. Here we had luncheon at the Inn, some butter and cream from what the Mate declared to be the cleanest house in the world and in the early afternoon were again under way for our passage through that shallow water with its two drawbridges known as The Gut, then out into the waters of the big lake once more, past the sister islands and south towards Burlington.

The storm was over. The deeper water of the lake rose and fell in a long swell. The sun made its reappearance in its full strength and the breeze was just sufficient to keep pace with us. We travelled steadily down the lake past the now familiar Cumberland Head and then bearing east past beautiful Providence Island and Carlston's Prize and Stave Island came to the railroad draw which let us once again into the lower end of Great Back Bay for a run of three or four miles over shallow rough water to the high rocky shores of Mallett's Head and the entrance of Mallett's Bay.

If Champlain with her multitude of bays and islands and inlets has anything prettier to offer a lover of nature than Mallett's Bay we have yet to see it. The narrow entrance with the high rocky cliffs on either side proved to be a fitting gateway to a remarkably beautiful body of water with an uneven, high wooded shore line that leaves nothing at all to be desired either from the viewpoint of the cottager who looks down upon the blue depths or of the yachtsman who looks up therefrom. Though the afternoon was well spent Jobeanka's Skipper and Mate could not resist the temptation to explore afloat a good portion of the shore line, and then anchor was dropped in a little cove well

(Continued on page 160)

Hackercraft



Fastest Stock Runabout of its Price

Our 22-foot Baby Dolphin is the fastest stock runabout available at the price. With the F-6 Scripps Marine Motor in this hull, a speed of 37 miles per hour can be attained.

The Baby Dolphin delivers more than speed. It has an accomplished dependability, safety, and comfort.

The use of the Scripps motor insures complete dependability. Double planked bottoms and heavy reinforcements of Hackercraft construction insure safety, while perfection in Hackercraft design brings comfort in calm water or rough.

Salt Water Equipped Throughout

IMMEDIATE DELIVERY FROM STOCK

HACKER and FERMANN
INCORPORATED
DISTRIBUTORS
Sixty-three Hundred E. Jefferson
DETROIT

The BABY DOLPHIN, seating eight people, ranges in price from \$2,590 to \$3,095.

The 26 ft. STANDARD DOLPHIN, seating ten, ranges in price from \$3,900 to \$4,625.

When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York

*Your Engine's
Best Partner*



HARTMAN TRUE SCREW PROPELLERS



ALL marine engines made today are good power plants, but not even the best of them can give the maximum boat speed its horse power is capable of unless it is teamed up with a propeller giving maximum thrusting power. Hartman True Screw Propellers are called "Your Engine's Best Partner" because they transform all of the engine's power into boat speed with a minimum of slippage.

Fill in and mail coupon below. Our engineers will tell you the proper pitch and type wheel for your boat.

Immediate Shipment
No Delays
MARINE EQUIPMENT
& SUPPLY CO.
116 Walnut Street
Philadelphia, Pa.

THIS COUPON BRINGS YOU EXPERT ADVICE FREE

Water line length.....Beam.....
Construction (light, heavy, medium).....
Make of engine.....H.P.....R.P.M.....
Present speed.....Present wheel.....Present R.P.M.....
Name.....
Address....."B"



Running Water

(200 GALLONS PER HOUR)



Running water, under pressure to every part of your craft the same as in your home.

Permits the use of standard plumbing fixtures. Compact—(10" x 26" x 22" high)—quickly installed—quiet—economical—automatic operation from any electric circuit. An outstanding value for \$85.00 f. o. b. factory a written guarantee.

Naval Architects and Builders—use our free advisory service. A "DAYTON" automatic water system for any boat. Send day for free catalogue.

\$85.00

THE DAYTON PUMP & MFG. CO.
DAYTON, OHIO, U.S.A.



Du Brie

*The World's
Flexible Motor*

4 cycle, 5 H.P.

WICO Magneto
Regular
Equipment

Complete
with Bronze
Propeller Wheel

All Parts Interchangeable with Ford Parts

The DuBrie gives the utmost in marine engine value. While other engines wear out after a few years of service, the DuBrie keeps running on as good as the day it was bought. Has special hot spot manifold. Shipped complete ready to install and run. No extras to buy. Write today.

DU BRIE MARINE MOTORS

5626 MCGRAW AVENUE
LOUISIANA DISTRIBUTORS: Stauffer, Eshleman & Co., New Orleans, La.

DETROIT, MICH.

Twenty-six Feet from Broadway

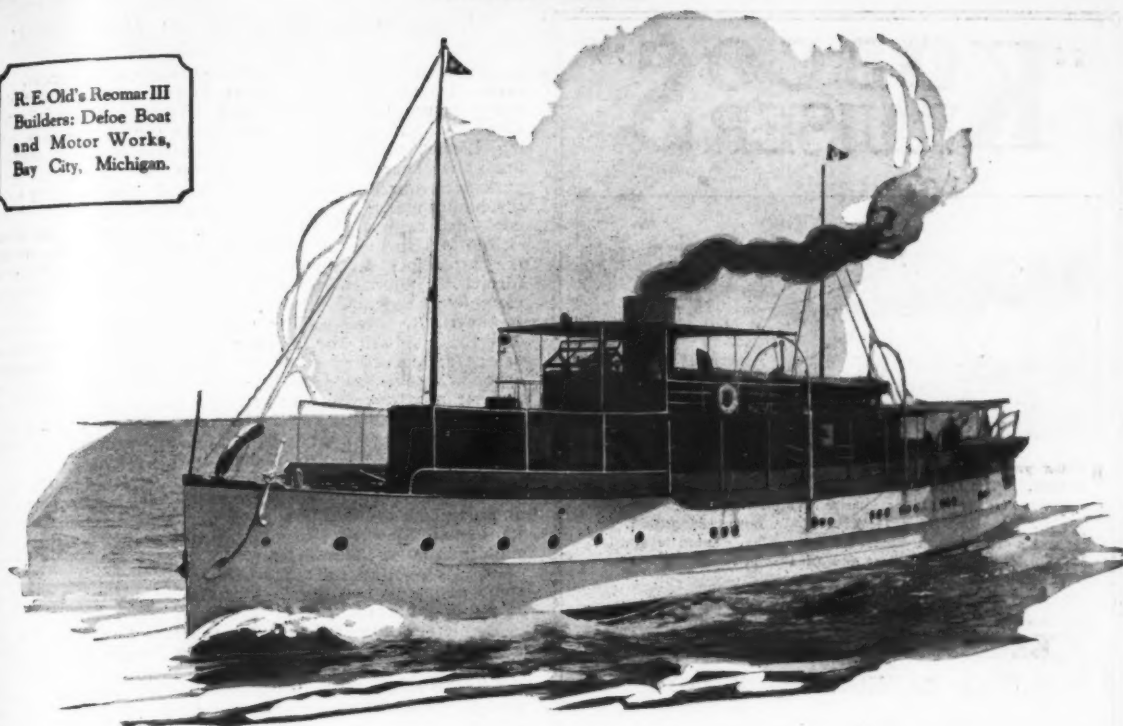
(Continued from page 158)

landlocked and affording a wonderful view of a large expanse of the great bay and its shore line for a mile or more. Here it was planned to spend several days and the Mate declared that if some way could be found to get various laundry bags overland into Burlington the renovated wearing apparel might later be picked up as we passed that city on our voyage homeward. Inquiry developed the information that a bus line travelled the highway which could be seen a half mile or more from shore, and while no one seemed to know just where the bus came from or even approximately when it might be expected to go that way, all were agreed that it did go to Burlington. As that seemed to offer the best solution of the problem under discussion, the Skipper and Mate set forth upon the second morning each with a good sized bag in hand, to occupy a vantage point upon the highway, there to watch for the expected carryall. Both were attired in regulation shore clothes and perhaps looked as uncomfortable as they felt. Perhaps it was the wistful glances of the Mate directed towards Jobeancal lying below us in the bay that caught the eye of the friendly young skipper of the big Ford Model T which finally drew alongside of us and stopped. Then again it may have been something else in the Mate's eye—I don't know. At any rate it was a friendly Ford. One of those kind with a little box body designed to carry a sewing-machine, or a washing-machine, or a music box back of the seat. In this case it was a washing-machine and the young gallant upon the driver's seat announced that he was bound for the metropolis of Burlington and would be glad to give us a lift. The Skipper is not yet fully convinced that he was a hundred per cent welcome to the six inch space left for him on the front seat, but be that as it may he managed to wedge himself in, after depositing the laundry bags in the box body, and away we went. We had travelled thus less than a half rod before our driver-host announced that he was engaged in the fascinating profession of selling washing-machines and that he contemplated two stops on the trip to town—which, by the way, proved to be a distance of seven miles—for the purpose of saving the life, health and happiness of two farmer wives by the simple expedient of permitting them to purchase from him one of the finest, most efficient, hand-some and at the same time cheapest washing machines extant. In fact one of the two machines had already been delivered to its lucky possessor, and there remained only the formality of getting a few strokes of the pen upon a dotted line. As we sped along, as well as up and down, the road, we learned of the honor, of the integrity, of the progressiveness, of the altruism of the company by which our orator was engaged to dispose of these wonderful back-savers. Almost were we persuaded that the laundry lying so uneasily in the rear should be consigned forthwith to the man of one of these powerful yet gentle monsters and it was with a feeling of relief, as well as of awe at the prospect of seeing in the flesh one of the owners of this eighth modern wonder, that we turned, on the two port wheels of Mr. Ford's pet, into a neat looking barnyard, and came to an abrupt and shivering halt. Here it developed was the place where the dotted line was to be inscribed, and for that purpose our talkative demon of the wheel descended to mother earth and disappeared within the kitchen door of the adjoining farmhouse. He wasn't gone long. When he returned he had his hand affectionately upon his one love—a washing-machine—and after a few brief remarks upon the subject of unappreciativeness, requested the help of the Skipper in putting the aforesaid machine into the back of the vehicle.

The Skipper has one bad and one good thing to say for that washing-machine. It was the heaviest washing-machine ever manufactured by the hand of man, but being once set and strapped down in place the big Model T no longer flirted its stern about the countryside as it had done for the previous three miles or more and the Skipper was enabled therefore to keep his place in the six inch berth allotted to his use without further fear that he would be pitched head-long to mother earth. Our guide turned out to be not only a friend but a philosopher, and the tenor of his remarks for the remaining miles of the journey was to the effect that what was loss to the prospective customer whom we had just left would certainly be gain to a new one he had in mind, and then as we rattled and rumbled along he proceeded to enlighten us upon the historical countryside through which we were passing in such hectic fashion. No comment upon the part of his passengers seemed necessary or desirable, for which the Skipper at least was glad, because to open one's mouth on that eventful ride was to invite the danger of leaving a portion of one's tongue literally biting

(Continued on page 162)

R.E. Old's Reomar III
Builders: Deloe Boat
and Motor Works,
Bay City, Michigan.



Equipped with Tobin Bronze

WHEN you purchase a motor-boat from a leading builder you are almost certain to find that he has protected you from expense and annoyance by using Tobin Bronze for shafting and exposed metal parts. Twenty-five out of twenty-six exhibitors at this year's New York Motor-boat Show use Tobin Bronze.

Tobin Bronze, manufactured solely by The American Brass Company, is tough and strong and offers remarkable resistance to corrosion. It is furnished in sheets, rods, tubes and specially straightened shafting. "Tobin Bronze" is rolled in the metal for your protection.

THE AMERICAN BRASS COMPANY

GENERAL OFFICES: WATERBURY, CONNECTICUT

Offices and Agencies in Principal Cities

Canadian Mill: ANACONDA AMERICAN BRASS LTD., New Toronto, Ont.

TOBIN BRONZE

Registered U. S. Patent Office

Exclusively An Anaconda Product

"KOB COS" KRUISERS



Get your order in now for southern delivery of a 32' "Kobcos Kruiser." The most comfortable, spacious, safest, seaworthy and complete Kruiser built for its size and price. Speed from 10 to 30 M.P.H. Or a 26 x 7 "Kobcos" Jr. open fishing skiff, best for quick trips to and from deep sea fishing. Speed from 10 to 40 M.P.H. Write for prices and Blue Prints.

Also custom built boats

KOTICK BOAT COMPANY
FAIR HAVEN, NEW JERSEY

Pennsylvania Distributer:

Harold C. Anderson, 532 Widener Bldg.

Philadelphia, Pa.

MARINOBILE

The FORD Powered Motor Boat

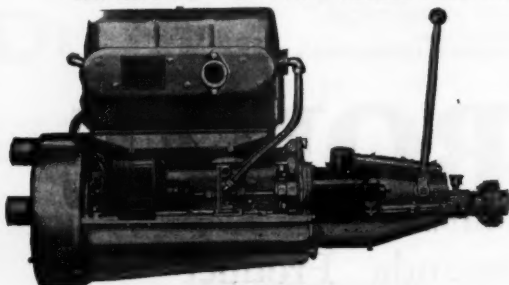
The boating enthusiast who wants a high-grade but inexpensive runabout, one that is built soundly by skilled craftsmen, will find the MARINOBILE is just the kind of boat he wants. Powered with a fully marine converted Ford motor, it gives you the same advantages of economical operation and low upkeep that the world's most popular car gives on land.

Two Models—16'9", Painted White - - - \$995.00
18' Mahogany finished all over, including cockpit \$1250.00
f. o. b. Kearny, N. J.

J.B. BULLER

SHOWROOM and SERVICE STATION:
470 PASSAIC AVENUE KEARNY, N. J.

A NEW MODEL CADYFOUR AN ENGINE WITH UNIVERSAL SERVICE



MODEL EUMSA
C. N. CADY CO., 304 G. Center St., Canastota, N. Y.

Twenty-six Feet from Broadway

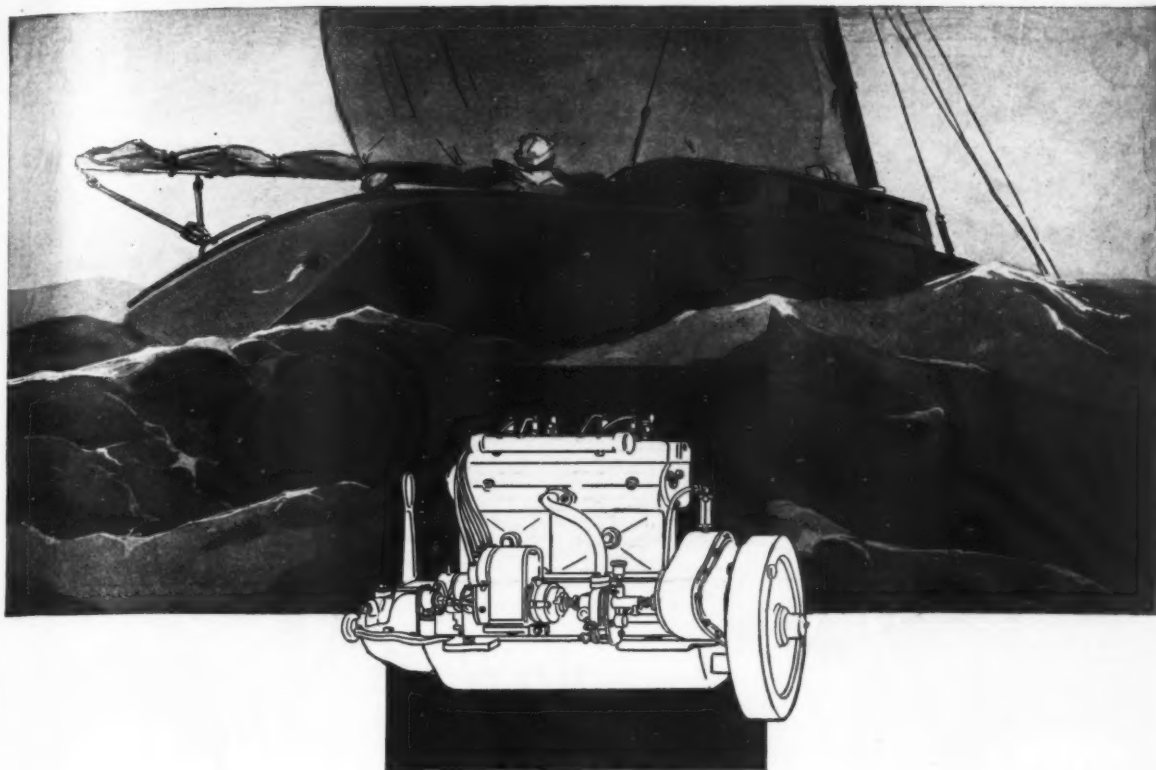
(Continued from page 160)

the dust with the next succeeding bump of progress. The gems of local historical interest which were volunteered for our pleasure and interest dealt largely with the location of certain happy homes wherein the Captain of this Leaping Lizzie had placed his incomparable washing-machines but as we neared our destination we learned that the pretty park upon our left was one which had been donated to this throbbing metropolis by a gentleman named Ethan Allen, who, according to our historian, had been a prominent citizen of Burlington and had lately died, although as to the latter incident our orator thought he might be misinformed. The bronze statue of the fat military looking gentleman, which occupied the place or honor in the small park to the right, was no other than that of Mr. Allen himself, and to this both the Skipper and Mate nodded a cheery assent and accepted it as fact until a later and closer inspection disclosed it to be the immobile likeness of an Irish-American patriot who had marched to the sea with Sherman. The Model T finally came to a jerky stop at the top of the hill overlooking the harbor and the laundry bags having been fished out from under the washing-machine, the Skipper and Mate thanked the high pressure sales person for the lift he had given us, thanked God the trip was over, and proceeded down grade to the water's edge, the clubhouse and Steward Norman, to whose care was consigned the laundry for later delivery to the local apparel wrecker. Then a climb up the waterfront hillside for luncheon and some shopping and a trip by motor bus back to Mallett's Bay and Jobeana.

We left Mallett's bay with regret. Few lovelier spots are to be found in this more than lovely section of our continent. We had enjoyed the beautiful weather and the folks who occupied the little cottages perched high upon its rocky shores had been more than cordial, but we were slaves of necessity and the return trip must be continued. We went out through Mallett's Head in the face of a smart breeze, turned south to Burlington harbor to recover laundry and get additional supplies and then westward for ten miles past Point Trembleau into Port Kent, on the New York side of the lake. Here again we fell into the hands of new friends and under the direction and with the aid of the Captains of a nearby yacht and a remarkably disreputable looking barge we were guided into a comfortable berth back of the steamboat dock and securely tied there for our two night stay. Across the little bay were the white summer hotels while across our bows and over the jetty we could see the long stretch of sandy beach with its throng of summer vacationists. At frequent intervals one of the two lake steamers came quietly up to the dock to unload scores of tourist filled automobiles enroute from Vermont to points in New York and to take on an equally large number who were deserting New York's beauties for the green hills of Vermont. Occasionally a train rattled along the track which seemed to cling with difficulty to the hillside back of the hotels, and this would be shortly followed by the arrival of the hotel bus with a new contingent of boarders and suitcases. But we saw no trunks. Apparently each of these happy looking people were able to get their entire summer wardrobe into a suitcase. At the hotels, where these carryalls stopped to set down their passengers, were no liveried doormen or pompous gold laced dignitaries to awe the timid and extract therefrom thumb worn coins. It seemed to be a place largely patronized by those who labor and save for fifty weeks of each year in order that they may spend fourteen days at a summer place. Pretty girls in fluffy clothes that were obviously new and good looking boys in togs that were yet to suffer the first dry cleansing; walked together and laughed and talked in happy fashion. Surely this was a delightful place to be on a summer afternoon. And later, when the stars came out and the string of lights on the hotel porch were lighted and everyone strolled toward the beach or out upon the dock for a view of the great lake, the Skipper and the Mate joined the shore folks for a while, finally coming back to Jobeana, lying quietly under the protecting bow of the squat old barge, with a feeling that they had once again come in contact with a phase of American social life which is popularly supposed to have died two decades since.

We delayed our departure from Port Kent long enough to enable us to view the wonders of AuSable Chasm, a marvelous gorge, familiar to most automobile tourists who have travelled that section of New York State, and a masterpiece of nature worthy of a long trip and a story of its own. In the morning, on the third day of our stay, we accepted the good wishes of our new friend the barge captain

(Continued on page 166)



Safe with Little Huskie's dependable power



Specifications

12-15 h.p. at 1,000 to 1,500 r.p.m.
4-cylinder, 4-cycle, 3" bore x 4" stroke.
Balanced 2" crankshaft.
Overall length: flywheel to shaft coupling, 41 1/2".
Length, flywheel to end of cylinder block, 24 1/2".
Length over top of cylinder head, 17 3/4".
Overall width, except magneto and pump, 14 1/4".
Diameter of flywheel, 14".
Height above bed, 14 3/4".
Weight, complete, with built-in magneto and Palmer enclosed disc clutch, 375 lbs.
Price with magneto, ignition and reverse gear, \$340.00.

THE squall, or the afternoon calm with dinner waiting on shore, while you beat painfully along the narrow channel, need no longer harry the windjammer. The temperamental motor in the club boat is now a needless Regatta Day worry. The runabout sailor need no longer keep his guests waiting or miss an appointment at the club or landing.

A really dependable small motor may now be had for the boat where space is at a premium. "Little Huskie" is a compact, high speed, substantially built, four-cylinder, four-cycle engine, made of the same materials and built with the same painstaking care that have made other Palmer motors a favorite for over thirty years.

The 10 to 15 h.p. at 1,000 to 1,500 r.p.m. are real horsepower. The diminutive dimensions and light weight of "Little Huskie" provide plenty of room for other purposes. Most important, however, it has Palmer accessibility, durability and dependability built right into it.

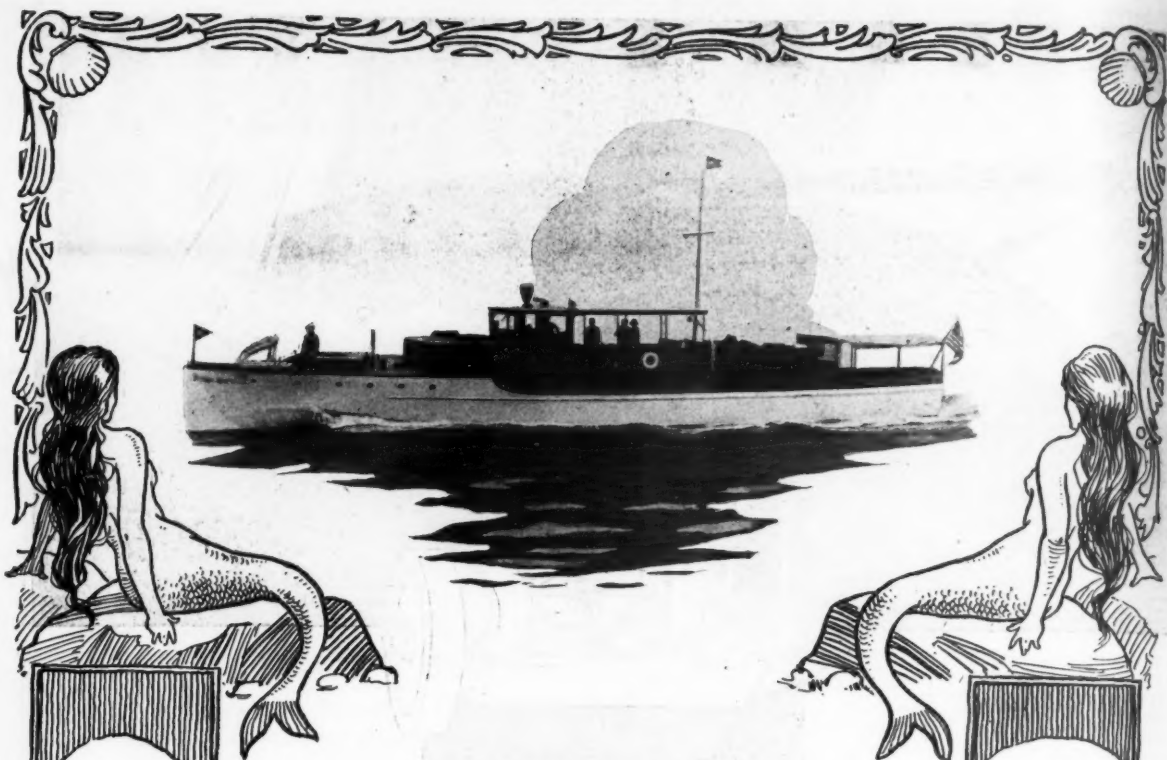


Distributors

NEW YORK:
89 Third Avenue, at 12th Street
BALTIMORE:
506 East Lombard Street
PHILADELPHIA:
631 Arch Street
PORTLAND, ME.:
Portland Pier
BOSTON, MASS.:
Rapp-Huckins Co.
59 Haverhill Street
NORFOLK, VA.:
Gas Engine & Boat Corp.
JACKSONVILLE, FLA.:
122 South Ocean Street
VANCOUVER, B. C.:
V. M. Daise
TAMPA, FLA.:
233 South Water Street

PALMER BROS. ENGINES, INC., COS COB, CONN., U. S. A.

When writing to advertisers please mention MoToR Boating, the National Magazine of Motor Boating, 119 West 40th Street, New York



AMIDA

ONE of the latest 81 foot Luders' yachts, designed and built for E. R. Behrend, Esquire, President of the Hammermill Paper Company of Erie, Pa. Amida has accommodations for nine people and is powered with a pair of Sterling Coast Guard Engines, which give her a speed of 18½ miles per hour.

The name Luders is always linked with yachts that are among the country's finest. A Luders yacht combines individuality, seaworthiness, and luxurious comfort with the most approved practices of boatbuilding and naval architecture. Let us design and build your next boat.

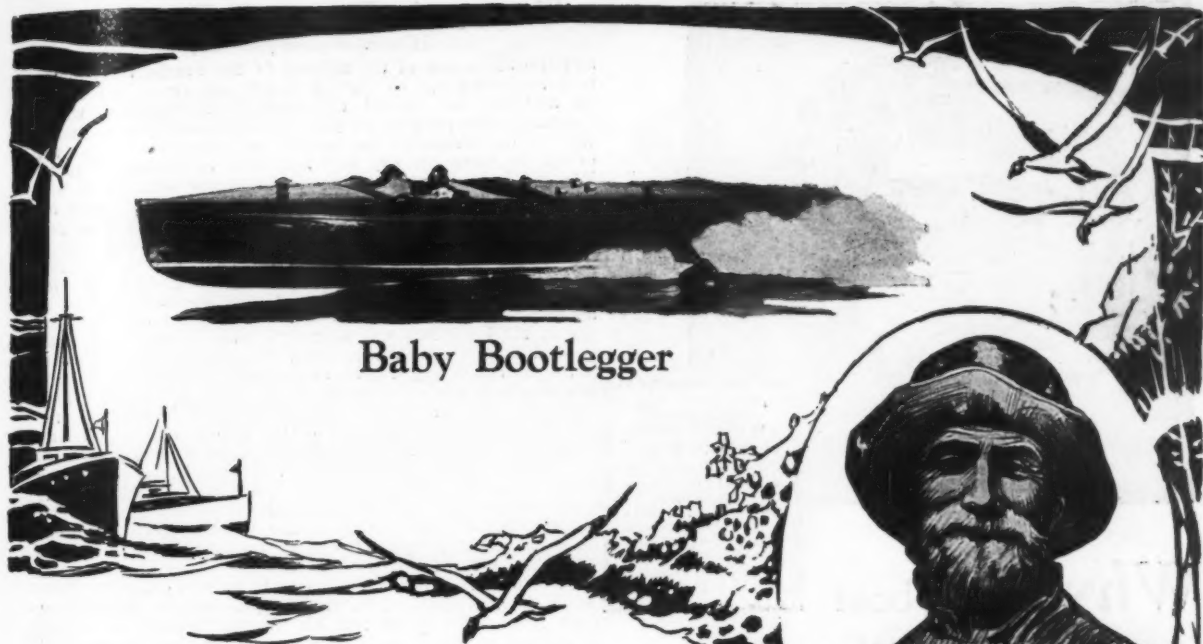
LUDERS' MARINE CONSTRUCTION CO.
STAMFORD, CONNECTICUT

Designed and Built by

LUDERS

THE LAST WORD IN
YACHT DESIGNING &
BUILDING

Advertising Index will be found on page 188



Baby Bootlegger

Joes Has Been With
All The Big Winners
The Past Ten Years—

Miss Tampa
Baby Gar, all numbers
Palm Beach Days
Miss Lauderdale
Miss Palm Beach
Miss Okeechobee
Baby Cub
Bebe
Baby Bootlegger
Miss Columbia
Miss America I, II
Miss Detroit, all numbers
Rainbow III, IV
Packard Chriscraft
Impshi
Solar Plexus
Miss Motometer


Write for Bulletin 25-A

THE SNOW & PETRELLI MFG. CO.

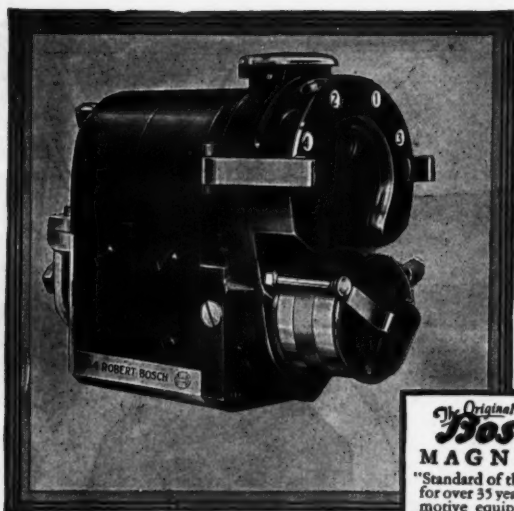
Main Office and Plant
154-B BREWERY ST. NEW HAVEN, CONN.

SALES AND SERVICE

New York, N. Y., Sutter Brothers, 44 Third Ave. Service Station,
Ft. E. 92nd St., Canarsie, Brooklyn, N. Y.
Boston, Mass., Gray-Aldrich Co., Inc., 6 Commercial Wharf.
Philadelphia, Pa., W. E. Goehenaur Mfg. Co., 631 Arch St.
Baltimore, Md., Unger & Mahon, Inc., Pratt & Gay St.
Norfolk, Va., Gas Engine & Boat Corp., Ft. First St.
Mobile, Ala., Marine Supply Co.
New Orleans, La., Arthur Duvic's Sons, 130 Chartres St.
Galveston, Texas, Galveston Marine Supply Co., 2007 Strand.
Wilmington, Calif., Fellows & Stewart, Inc.
San Francisco, Calif., Johnson, Joseph & G. M. Josselyn & Co.,
56 Sacramento St.
Portland, Ore., Oregon Marine & Fisheries Supply Co., 105 First St.
Seattle, Wash., Pacific Marine Engine Co., 906 Western Ave.
Chicago, Ill., W. L. Masters & Co., 800 N. Clark St.
St. Louis, Mo., William Grossmann Boat & Motor Co., 1630 Pine St.
Detroit, Mich., Henry H. Smith & Co., 334 Jefferson Ave., E.
Grand Rapids, Mich., Michigan Wheel Co., 449 Market Ave., West.
Cleveland, Ohio, William F. Meier, 1220 Warren Road, Lakewood.
Clayton, N. Y., St. Lawrence River Motor & Machine Co.
Rochester, N. Y., Volney E. Lacy, Charlotte Station.
Vancouver, B. C., Canada, Hoffer Marine Construction Co., 1969
Georgia St., W.
Toronto, Canada, A. R. Williams Machinery Co., 66 Front St., West.
N. B., Canada, T. McAvity & Sons Ltd., 67 Water St., St. John.
Newfoundland, Canada, John Barron & Son, 241 Water St., St. John's.
Canada, Canadian Fairbanks Morse Co., All Branches.
Argentina, S. A., Jose Banham & Sons, Peru 362, Buenos Aires.
England, J. King & Co., 10 Church Row, Limehouse E., London.
Holland—Fred J. Kemper, Korte Kade 200, Rotterdam.
Australasia, Melchior, Armstrong, Dessau Co., 116 Broad St., New
York, N. Y.
Australia, Acme Cycle Co., 335 Lonsdale St., Melbourne.

JOES  **REVERSE 80%~88%
OF MOTOR SPEED**
-FAMOUS REVERSE-GEARS

When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York



**The Original
Bosch
MAGNETO**

"Standard of the world"
for over 35 years. Auto-
motive equipment for
Motor Boats, Passen-
ger Cars, Motor Buses,
Commercial Cars, Trac-
tors and Gas Engines.
A TYPE FOR
EVERY PURPOSE

Why motor boat owners prefer the Original Bosch Magneto

Practical, automotive experience, the use of only the finest materials obtainable; accuracy of design and painstaking attention to details of manufacture, are the factors that combined years ago to establish the *Original Bosch Magneto* as "Standard of the world."

Today, these same good qualities have carried on to the extent that now over 3,000,000 owners of *Original Bosch Magneto*s know the meaning of *dependable ignition* under all conditions.

This element of dependability has not been built up in a day. It is the natural development of years of "knowing how" and of building up to a standard rather than down to a price.

Robert Bosch Magneto Co., Inc., 115A West 64th Street, New York, N. Y.



This trade mark and the name "Robert Bosch" are your guaranty of original Bosch quality as known the world over since 1887. Specify "Robert Bosch" in order to get the original and genuine.

**The Original
Bosch**

ROBERT BOSCH MAGNETO COMPANY, INC.

No connection whatsoever with the American Bosch Magneto Corp.

Twenty-six Feet from Broadway

(Continued from page 162)

and the assurance of the skipper of the nearby forty-footer that he would see us later, and put out across the water. In mid-lake we passed the steamer Ticonderoga, whose Captain in the pilot house gave us an ear-splitting salute by way of the steamer's big whistle and then came onto the bridge to wave his cap and bow low to Jobeanca's mate. We had passed him so many times in our voyages up and down the lake that we had come to have a real affection for him and his craft and though he had never failed to pull the whistle cord in acknowledgment of our passing it seemed this bright day as though he must have known that this was an revoir and wanted to add to it his good wishes for a pleasant trip. Skipper and Mate saw no more of him or his ship, but the long sail down the lake to the night anchorage in McNeil's Bay was happier for his tribute to the little craft that bore us. We rounded the point at McNeil's late in the afternoon, slipping between Gardiner and Cedar Islands and dropping anchor close in shore under the lee of a high pine clad hill. The Mate had been more or less busy in the galley during the latter part of the trip and it wasn't long before we were at the old familiar stunt of dining on deck and raving about the scenery. As we sat there we were hailed from the porch of a little log cabin on the hillside above us and a cheery voiced individual wished us a how-do-you-do, and commented upon the pleasing picture of our little ship as she lay in the quiet twilight. Later, when it was almost dark, we heard across the water the rhythmic click of oars in rowlocks and presently there came alongside the Ethiopian steward of the forty-footer we had left at Port Kent, who stated that his Captain thought we would be safer from south winds if we moved across the bay and lay near where they were anchored. So we took the anchor aboard and moved over into a new anchorage and after we were all set once more, hooked up the radio and, until our eyes refused longer to remain open, enjoyed a Philharmonic concert at Lewison Stadium.

From McNeil's we went down into the narrowing portion of the lake, past Split Rock Mountain once more and for a second time anchored in Partridge Harbor, where we planned to stay for two days and play. There we found another small craft, hailing from Schenectady, the Captain of which told us that he had been making the trip up the lake as far as this harbor for a dozen years or more, Partridge Bay is so located between its high rocky hills as to afford complete protection from all winds except those which come out of the east, so we went as far in as was possible and after throwing out a stern anchor, carried a bow line ashore and made fast to a pine tree. In this fashion we lay comfortably away from the opening which led from the lake and here for a night and a day we fished a little and loafed a lot and went ashore to explore the woods about us and to hunt a farm house where eggs and milk might be procured. On the second day the Skipper began to fuss about mail which was known to be waiting in Westport and though we might have run down there and back in an hour or so, it was decided that it would constitute a great lark were we to go ashore and walk in to town and then negotiate with some flivver owner to bring us back. The Mate consulted the Skipper of the nearby yacht and the farmer on the hill as to the distance which lay between us and the village and by averaging the figures given her reached the conclusion that we would have to walk five miles, which she declared would be good for her and better for the Skipper. Accordingly we started and as there was some evidence that we were going to have a summer shower we took along oilskins and agreed that even though it might spoil our appearance, ordinary rain water could do us no harm. We had scarcely gotten well into the deep timber before a furious storm broke above us with a downfall of rain which the term deluge alone can describe. This continued for an hour and after that it didn't seem to matter. The Skipper's red hair was wet and unkempt upon his forehead. He was holding his white yachting cap to his breast beneath the oilskins and was carrying upon his feet most of the loose sandy clay of Westport County. According to the Mate he presented in appearance a very excellent burlesque of the late Mr. Napoleon in one of the latter's saddest poses. Moreover, but two miles of the distance had then been covered and there were four more to go, the total distance having increased a mile by inquiry as we proceeded. But the Mate kept her courage and the middle of the road and the Skipper followed along as well as his generous girth and the clouds upon his feet would permit. Finally the rain ceased, presumably to enable the Mate to present with a little better grace her running and enthusi-

(Continued on page 168)



"I prefer *My Boat* to any of them"

The supreme summertime enjoyment is getting out on the water in a boat. It is the one way of exchanging heat, noise and dust for relaxation and the mental and physical rejuvenation of hours spent in the open.

More than 70,000 MULLINS safe, unsinkable STEEL boats are now in commission, giving out-door delight to sportsmen and families on the waters of the American continent. It is significant that so many prominent people are Mullins owners.

One of them, Wm. D. Grimes, Pittsburg lawyer, who annually fishes in the ever popular waters of Georgian Bay, Canada, says of his boat, "The members of our fishing club have motor boats of all kinds, costing ten to twenty times as much money, but I prefer my Mullins Steel Boat to any of them. It is speedy, comfortable, safe, reliable, and sporty looking."

Send the coupon for the whole story of lower prices for beautifully made steel boats.



The 14-foot "Outboard Special" specially designed for use with a detachable motor.

MULLINS BODY CORPORATION
Boat Department
507 Depot St., Salem, Ohio

Gentlemen:

You may send me further information on your boats.

Name

Street & No.

City State

MULLINS

STEEL BOATS

When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York



SMARTEN UP!

LET your boat reflect your knowledge of correct equipment and yachting customs.

We can furnish every requirement for the power boat or sailing yacht.

Our Catalog gives an idea of the size and completeness of our stock. If you do not have a copy send for it.

GEO. B. CARPENTER & Co.

MARINE SUPPLIES

Sailmakers and Riggers

200 W. Austin Avenue

Chicago



THE pleasure of safe, fast and comfortable water travel may be enjoyed at a reasonable cost.

The SPORTABOUT

Continental Van Blerck powered, has proven this to a discriminating public.

PAUL S. GESSWEIN BOAT CO.

Designers and Builders

BERGEN BEACH

BROOKLYN, N. Y.

Redmond Automatic

Bilge Pump

Starts Itself

THE most useful accessory that can be put in the small motor boat. A high grade mechanism, all bronze. Pumps 175 gallons per hour for 17 hours on one battery charge. Install it yourself in an hour. Comes complete ready to install \$50.00.

11 1/4" high, 5 1/4" diameter, weighs 12 pounds. Furnished in 6 and 12 volts. Can be used on 32 volt system. Also made in non-automatic type at \$25.00.

Ask your dealer.

A. G. REDMOND COMPANY—FLINT, MICH.



Twenty-six Feet from Broadway

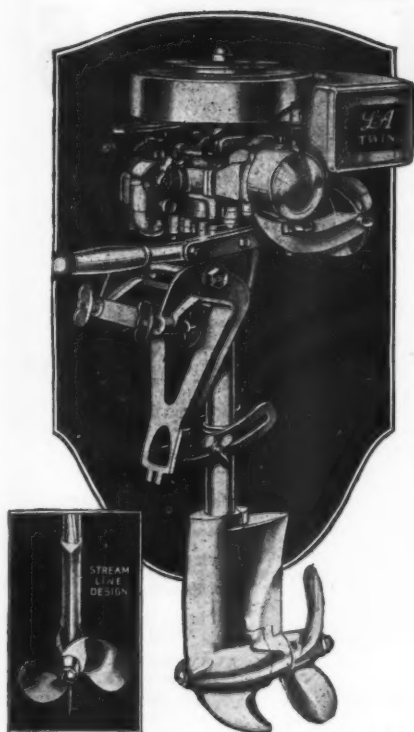
(Continued from page 166)

astic discourse upon the grandeur of nature, and in time the town came into view, not however until a very weary pair of mariners had stepped off the last foot of a full six miles. The errands were quickly done and while the Skipper climbed the steep hill upon the top of which sits that one half of the town of Westport in which is located the Post Office, the Mate set out to bargain with a Ford owner to drive us back to our landing place. For a woman the Mate is the best business man the Skipper knows and even if there had been no box of his favorite cigars waiting for him at the Post Office on the top of that miserable hill, he doubtless would have delegated to the Mate the matter of negotiating transportation for the return trip. As it turned out the Mate convinced the local garage man that the distance was only four miles, although he declared that he had driven it a million times more or less and knew it to be six, and that the transportation of herself and the Skipper—I am convinced that she told the fellow that the Skipper was a little fellow, very skinny,—could be accomplished and a profit earned by a charge of three dollars. So the Skipper came back with his mail and his precious cigars and got into the rear of a Model T alongside the Mate and held his breath for a half hour by the watch and was then set down beside the wet little rowboat waiting to take them back to Jobeanca. That evening the wind changed, and blew great guns from the one quarter that brought rough water to Partridge Harbor and tired as Jobeanca's crew were from the long hike of the afternoon there was little sleep that night. The change came suddenly and the waves that followed in from the lake broke upon the high rocks on the opposite shore of the harbor and then fell back to create a sluggish swell which hit Jobeanca squarely amidships with the result that the little craft and her crew swung on her anchor and bow lines much as one rides in a high swinging hammock.

The first long swing was decidedly disconcerting but as another failed to follow immediately both Skipper and Mate decided that perhaps it was just a lonesome stray wave that had wandered into our little harbor. With that thought in mind preparations were made for bed and a good rest after the exciting day. Had the beds been hammocks instead of stationary berths, it might have worked out all right by reason of the swing of the hammock neutralizing the swing of the craft. As it was, repose in a bed that insisted upon turning over on its side every few moments was simply out of the question, and the crew decided to repair to the deck for consultation. Consultation was about all that was accomplished that night and that only by holding tight to the rail. It was apparent that no real danger existed and that being the case the Mate ceased to worry for fear we were going down in forty feet of water and turned her attention to keeping her digestive organs where they ought to be. This in itself was not the easiest task in the world but by the exercise of will power, of which the Mate has a plenty, she succeeded in keeping the log clear of any such unhappy recording as that a member of Jobeanca's crew had been forced to capitulate to seasickness. The Skipper, having no fancy for sitting up all night with a nervous fresh water ocean, finally laid himself down upon the long locker seat that stretches across the rear end of the deck and with the Mate sitting near by dropped off to a troubled sleep and dreamt that he was a kangaroo jumping lightly to the tops of a high mountain to come down in a very long and equally slow drop upon the other side. It was a very much exhausted pair of landlubbers that finally welcomed daylight and its attendant dropping of the waves. Breakfast that morning consisted of toast and coffee and there was little to be said in praise of the former and less in favor of the latter item of the menu. The Mate dared not leave the fresh air and head room of the deck lest her unhappy condition be so aggravated as to make it subject to the record. In consequence the Skipper, having a more sophisticated stomach, made the coffee. He accomplished this great feat by bracing his back against the galley wall with his foot upon the provision bin under the galley sink. In this position he was enabled to hold the coffee pot over the flame of the range with one hand and have his other hand free to hold to a door jamb. After the coffee was actually made it required more than ordinary skill to keep it in a cup but this the Mate declared was due not to the roughness of the water about us but to the extreme virility of the black fluid distilled under such adverse conditions. Nevertheless it was a life saver and once fortified with as much of it as could be forced down the Skipper and the Mate took the long boat and put ashore for a little quiet rest on the high bluff overlooking the angry lake. The gentleman from Schenec tady

(Continued on page 172)

WORLD'S RECORDS SMASHED



By
the **L-A** TWIN

- at the Mississippi Valley Power Boat Association Races, held at Louisville, Kentucky, July 3rd, 4th and 5th.
- Mile Time Trials Average 6 miles—19.904 miles per hour, breaking previous Class B World's record by 7.35 miles per hour.
- In Class B Race the L-A Twin took 1st, 2nd and 3rd places. Winner owned and driven by Eric Tinsley, Louisville, Ky., making 18.99 miles per hour—setting a new World's record in competition for Outboard Motors of any size.
- Class C Race July 5th, in competition with much larger motors, L-A Twin took 2nd place—speed 19.69 miles per hour, finishing only 14 seconds behind the 6 H. P. winner on 2½ mile course, and breaking the previous day's record in competition.
- Put-in-Bay, Ohio July 13th, 14th and 15th, won 1st, 2nd and 3rd places each day in Class B.
- Birmingham, Ala. July 4th and 5th, L-A Twin won every race entered including free-for-all race against larger motors.

*All L-A Twins mentioned above
were strictly stock motors*

Remember, the L-A Twin weighs less than 55 lbs. and sells for only \$145. Go to the L-A dealer and arrange for a demonstration, or write for free folder today.

LOCKWOOD-ASH

61 E. Jackson Street



Jackson, Michigan

FRED I. MITCHELL,
633 Notre Dame St. E. Montreal, Quebec, Can.
Distributor for the Province of Quebec

ST. LAWRENCE ENGINE CO.
Brockville, Ontario, Canada
Distributor for Ont. and Prairie Provinces

When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York

HYDE

PROPELLERS

May be obtained from dealers in every boating locality. Consult our list of distributors to find the nearest stock of HYDE propellers. You will receive prompt and courteous service from HYDE representatives.

PORTLAND, ME.
Boyce & Rutledge Co., 7 Central Wharf
Charles F. Gupitill Co., 175 Commercial Street

BOSTON, MASS.
Rapp-Huckins Company, 59 Haverhill Street

NEW BEDFORD, MASS.
Hathaway Machinery Co., North Water and Elm Streets

PROVIDENCE, R. I.
John McLeod, Jr., Edgewood Station

NEW LONDON, CONN.
The Darrow & Comstock Co., 114 Bank Street

HARTFORD, CONN.
Clapp & Treat, Inc., 68 State Street

NEW YORK CITY
R. E. Rowland,
172 Chambers Street

SEASIDE PARK, N. J.
Seaside Park Boat & Marine
Supply Co.

ATLANTIC CITY, N. J.
Albert Creighton, 437 North
Massachusetts Avenue

BIVALVE, N. J.
Nelson P. Hickman

PHILADELPHIA, PA.
Elisha Webb & Son Co.,
136 South Front Street

WILMINGTON, DEL.
David A. Hay & Co.,
121 Market Street

BALTIMORE, MD.
Unger & Mahon, Inc., Pratt and
Gay Streets

CRISFIELD, MD.
Clarence Sterling & Son,
1104 Main Street

NORFOLK, VA.
Gas Engine & Boat Corp., First
Street, near Front

MOREHEAD CITY, N. C.
Marine Hardware Company

CHARLESTON, S. C.
Marine Supply & Engine Co.,
149½ Meeting Street

SAVANNAH, GA.
White Hardware Company, 25
Congress Street, West

SEATTLE, WASH.
Pacific Marine Supply Co.,
1223 Western Avenue
Atlas Gas Engine Agency,
82 Marion Street

JACKSONVILLE, FLA.
Burroughs-McMeekin Company

MIAMI, FLA.
Hopkins-Carter Company, Miami Avenue and
S. E. 2nd Street

KEY WEST, FLA.
William Curry's Sons Co.
Thompson Fish Co.

ST. PETERSBURG, FLA.
Bayboro Marine Ways Co., Inc.

PENSACOLA, FLA.
D. M. Witherill, 713 South Palafox Street

WEST PALM BEACH, FLA.
Palm Beach Mercantile Company

MOBILE, ALABAMA
Marine Supply Company

NEW ORLEANS, LA.
Stauffer, Eshleman & Co., 511 Canal Street
Woodward, Wight & Co.

GALVESTON, TEX.
Wallace T. Taylor, 2007 Strand
WILMINGTON, CALIF.
Fellows & Stewart

SAN FRANCISCO, CALIF.
Johnson, Joseph & G. M. Josselyn & Co.,
56 Sacramento Street

PORTLAND, ORE.
Oregon Marine & Fisheries Supply Co.,
105 First Street

The Beebe Company, First and
Washington Streets

ALEXANDRIA BAY, N. Y.
Hutchinson's Boat Works

ROCHESTER, N. Y.
Volney E. Lacy
Charlotte Station

DETROIT, MICH.
Kermath Manufacturing Com-
pany, 5880 Commonwealth Ave.

MILWAUKEE, WIS.
Joys Bros. Co., 201 East
Water Street

RED WING, MINN.
Red Wing Motor Company

CLEVELAND, OHIO
W. F. Meier, 1220 Warren
Road, Lakewood

CHICAGO, ILL.
W. L. Masters & Co., 800 No.
Clark Street

OWENSBORO, KEN.
Wright Machine Co.

ST. LOUIS, MO.
Webb Hardware Company,
806 North Broadway
William Grossman
1630 Pine Street

CANADA
The Canadian Fairbanks-Morse
Co., Ltd., Montreal, Toronto, St.
John, Ottawa, Vancouver, Cal-
gary, Winnipeg, Quebec

Montreal, A. Beliveau, 333 St.
James St.
Toronto, Ontario, John Lackie,
Ltd., 77 Wellington St., West;
Gravenhurst, Muskoka, Ditch-
burn Boats, Ltd.

BRENTFORD, ENGLAND
George Spicer, Market Place



Write for a copy of "Propeller Efficiency"

HYDE WINDLASS CO.

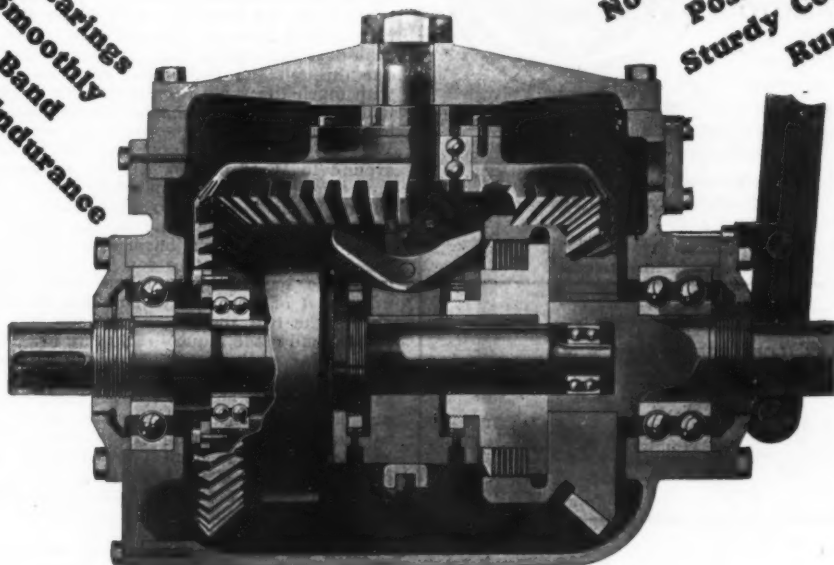
Bath, Maine

McKinnon Reverse Gear

**Different, Better
and More Efficient**

**S. K. F. Ball Bearings
Engages Smoothly
No Brake Band
Unparalleled Endurance**

**No Small Working Parts
Positive Neutral
Sturdy Construction
Runs Quietly**



DO IT NOW! Replace that old style gear with a McKinnon. It is a better and more efficient gear designed for powerful engines and heavy boats. The McKinnon will stand up under abuse that would ordinarily injure or put another gear out of commission. You can run a McKinnon indefinitely in reverse, under full load, without overheating or harming the mechanism.

The McKinnon has fewer and less wearing parts than any other make of gear and no brake band is used. There are three big beveled gears with deeply cut teeth and a multiple disc clutch, having greater friction surface for its size than any other type of clutch. Each part is sturdily constructed of the best materials and seldom if ever will repairs or replacements have to be made.

If you want a reverse gear that is efficient and practically trouble-free then you can select no other than the McKinnon. It is dependable at all times and delivers 97% of the engine efficiency to the propeller where you need it.

Write today for further particulars and prices, giving details of your engine, including R. P. M. and H. P.

The McKinnon Iron Works Co.

ASHTABULA

OHIO

When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York



Baby Bootlegger

THERE are two BOYCE MOTO METERS on the "Baby Bootlegger." One gives the circulating water temperature and the other the temperature of the lubricating oil.

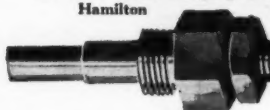
No matter what type of boat you own, to operate it safely and efficiently you must know your engine temperature.

The Marine Type BOYCE MOTO METER mounted at the helm gives you this essential information.

The MOTO METER COMPANY, Inc.

12 WILBUR AVE., LONG ISLAND CITY, N. Y.

The Moto Meter Company of Canada, Ltd.
Hamilton Ontario



WATER TIGHT

LIGHT DOUBLE PLANKED HYDROPLANES AND SPEED BOATS

Made absolutely watertight with the use of Ferdico Aviation Liquid Glue between the planks. Wonderful elasticity. Waterproof and non-drying.

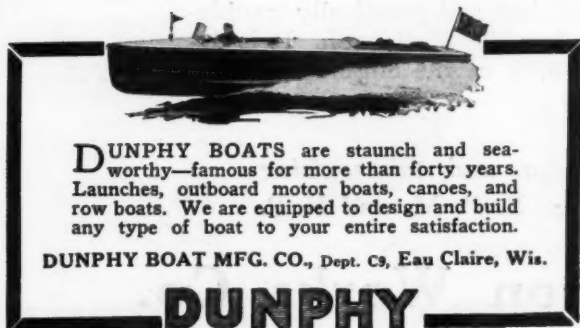
There's a Ferdinand Product for sealing Deck Seams, attaching canvas, filling underwater seams, etc.

DEALERS EVERYWHERE — INFORMATION MAILED



L.W. Ferdinand & Co.

152 Kneeland Street, Boston, Mass.



DUNPHY BOATS are staunch and seaworthy—famous for more than forty years. Launches, outboard motor boats, canoes, and row boats. We are equipped to design and build any type of boat to your entire satisfaction.

DUNPHY BOAT MFG. CO., Dept. C3, Eau Claire, Wis.

DUNPHY

"famous for boats"  "for forty years!"

Twenty-six Feet from Broadway

(Continued from page 168)

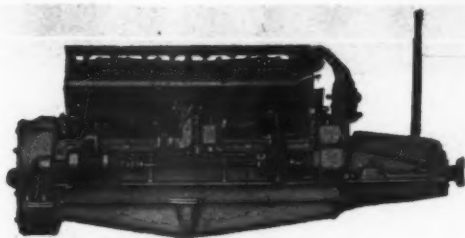
on the deck of his yacht looked very sad and very green as we passed by but in answer to our inquiries declared that he had not been troubled by the storm or the roughness of the water to any appreciable degree. Yet his looks belied his words and while I have always believed that any man who could both spell and pronounce the name of the fair city from which he hailed must certainly be immune from all plagues, even that of seasickness, I had my doubts that morning and I have them still. We left Partridge for the second time with the same great regret that we had experienced upon our first visit even though this call had been less tranquil so far as weather was concerned. But this time we knew that we were in truth approaching the last lap of our homeward journey. The weeks which had been spent upon the little ship with which we were now so much in love had been so pleasant that we now reluctantly left each port and passed each familiar landmark. So we slipped out through the rockbound entrance of the little harbor with much the same feeling that we might have experienced had we been leaving the family homestead for an indefinite but certainly lengthy sojourn to the busy outside world. We chose late afternoon for the farewell look and ran around to Westport for ice and provisions—it did beat all how the provender disappeared—and to stay over one night before heading south for Whitehall and the home port. There we found welcome at the hands of the folks who manage the steamboat business at that popular resort and at the same time operate a sort of combination ship chandlery, ice house, gas station and boat livery. They gave us news of several of the craft with which we had come in contact during the trip and we were made happy by learning that several had made inquiry regarding us. It's a great fraternity this motor yachting crowd. One of these good friends—brothers they are, known and liked by every fresh water sailor from Whitehall to Rouses Point—insisted upon getting out his automobile and showing us around the town just as though we had been distinguished guests instead of two exploring mariners from Times Square. And the Skipper is glad to testify that the town looked a lot better to him from the comfortable seat of the closed car than it did two days before when he climbed the main street doing his imitation of the Little Corporal.

Then we came back to sleep overnight on Jobeanca as she lay tied alongside the big cement dock at the foot of the hill, in ten foot of water so clear that when we looked into it the next morning we were able to distinguish the print on a small bit of advertising matter that had found a resting place beneath it.

That morning, which was to be our last upon Champlain's surface, we were awakened by the whistling of an upbound sug boat preparing to drop its tow in mid lake and the following activity of a local motor boatman preparing to bring the barges into port. The morning was beautifully clear and cool enough to indicate that Summer would soon turn to Autumn. Indeed as we came down the lake that day we saw at more than one point evidence of the turning color of the maple leaves. The departure was accomplished rather earlier than was the rule with Jobeanca's crew which is to say that we were on our way before nine-thirty that morning, for as this was to be the final day on the lake it was desired to make it last as long as possible and that could best be done by starting early and running slowly. So after the tank was replenished with a supply of the wonderful mountain spring water that supplied the town we went out of southwest bay into the lake once more, heading southward to Whitehall. We passed in close to Barber's Point light, then down past Cole Bay and the Y. M. C. A. camp to famous old Port Henry again, not stopping this time either to do business with our dirty handed gasoline merchant or to debate the weather. Indeed now we seemed not to have any of those fears of weather which so beset us as we first ventured that way and even though the weather had not always been of the very fine brand that cheered us upon this particular morning I incline to the belief that whatever it might have been, we would nevertheless have gone about our business of cruising without giving it much consideration. At Port Henry we passed once more through the narrow water between Chimney Point and Crown Point and almost before we knew it we were looking again at the massive walls of the old fort at Ticonderoga. Mount Defiance and Mount Independence still looked at one another across the water but this time under the sunshine of a clear day instead of the clouds that shadowed them as we travelled north.

At noon we were almost down to the point where we had spent that first night upon these waters, under the charm

(Continued on page 178)



MODEL IM-357 — 8-CYLINDER

Develops 60 H.P. at 1,800 R.P.M. Weighs 790 lbs. Ideal for runabouts up to 35. ft and for cruisers and auxiliaries. Furnished in right and left-hand rotation for twin-screw installation. Price, \$2,000.00.

REPUTATION

In simplicity, accessibility and stamina, in economy of operation and ease of handling, and in a wide and flexible range of power Packard Marine Engines enjoy an enviable reputation.

Power boat owners everywhere know that a quarter century of successful progress in the manufacture of automobile, aircraft and marine motors is reflected in the performance of every Packard powered craft. They respect Packard Marine Engines for their many attributes of superiority—proved and demonstrated times without number.

Owners of workboats, runabouts and light cruisers will find Packard Models IM-268 and IM-357 ideally suited to their requirements no matter how exacting. Both of these popular models embody to the highest degree those principles which have won for Packard Marine Engines their splendid reputation.

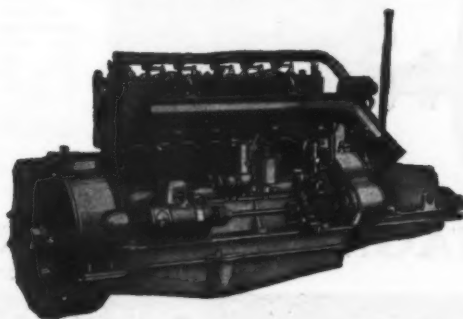
Complete details of these or Packard Marine Engines of greater horse power will gladly be furnished on request.

PACKARD MOTOR CAR COMPANY
DETROIT, MICHIGAN

PACKARD MARINE ENGINES

MODEL IM-268 — 6-CYLINDER

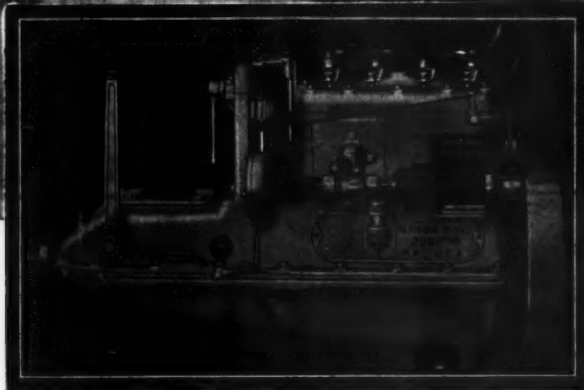
Develops 45 H.P. at 1,800 R.P.M. Weighs 625 lbs. Specially designed for runabouts up to 26 feet in length. Also suitable for small cruisers and auxiliaries. Furnished in right and left-hand rotation for twin-screw installation. Price, \$1,500.00.



ASK THE MAN WHO OWNS ONE

When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York

THE POWER OF NIAGARA



Obtain
Maximum
Horse-Power

Put the
Power of
NIAGARA
in your boat.

4 cyl., 12-15 H.P.

150-1500 r.p.m.

2 3/4" bore x 4" stroke.

Bosch magneto or Atwater Kent Ignition.
Joe's Reverse Gear.

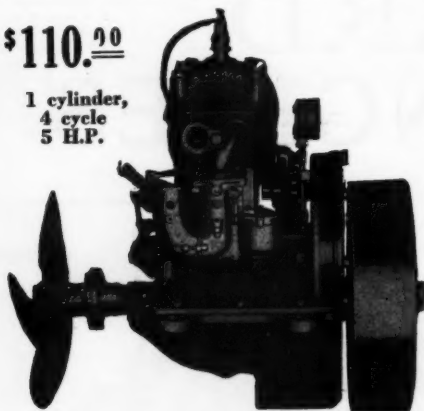
NO EXTRAS TO BUY

Complete and smart, well designed and sturdily
built. Medium duty or high speed.

AGENTS—BOAT BUILDERS
Unusual opportunity for dealers in
open territory.

\$110.⁰⁰

1 cylinder,
4 cycle
5 H.P.



"TRUSTWORTHY"

**THE NIAGARA "SPECIAL" 4 cylinder, 4 cycle,
12-15 H.P.**

When you have just come in from a trip, and your boat has lived up to the boasts you made—pulling you through tight corners, never wavering for a minute—that's what builds confidence in your NIAGARA.

For flexibility and smooth running this high grade NIAGARA 4 cylinder complete power plant has no peer.

The most compact, reliable, and sturdy engine of its size on the market. This 4-cylinder engine costs no more than most 2 cylinder engines of its size.

*Write for specifications. Authorized agencies;
write for details.*

THE NIAGARA "GEM" gives a surprising performance and a service that lasts. You will find it the best you can buy in its size. You'll be enthusiastic about this NIAGARA "GEM" because of its power and even running. Unfaltering, you will find it ready to go and almost without vibration.

Here is an engine that offers the most value in genuine marine engine service today. It will surprise you with its ability and power. Its hot spot manifold guarantees you the most miles per gallon you ever realized. Its measured perfection and finish is consistent with reputation of its builders, for quality and durability. Compare the specifications, its sturdy counterbalanced crankshaft, extra large bearings and heavy flywheel.

COMPLETE, READY TO RUN.....\$110.00

*State the model you are interested in and
write for free booklet.*

NIAGARA MOTORS CORPORATION

BOX 300

DUNKIRK, N.Y.

A yachtsman's paradise . . .

a land where dreams of health come true



WHEN you start at the mouth of the majestic St. Johns River, when you pass by Jacksonville and go for 200 miles farther on—even then you have seen only a small part of this wonderful water-country.

There still are hundreds of square miles of lakes . . . a great network of small streams and lagoons that would require weeks for you to explore. At Ocala, the largest springs in the world feed the Oklawaha River. Lake George, its more than fifty square miles of water gleaming under the sun, is a vast plain of trembling, silver beauty. At every turn you'll find luxuriant forests—fertile fields—or charming country estates, half-hidden under trees and flowers.

But you cannot gain an ade-

quate conception of the real beauty of this section until you have seen it for yourself. Until you have actually gone up this great river, explored its innumerable waterways, thrilled to the sight of mile after mile of tropical gardens and forests.

You'll find yachts from all over the world on the St. Johns. With speed-launches, houseboats, canoes—every kind of pleasure-craft that floats. You'll find a city of delightful homes, of thriving factories, an ocean port of constantly increasing importance. Jacksonville is already the manufacturing, banking and shipping center of the new Southeast. It is the logical gateway through which the lumber, fruits and

vegetables of all Florida pass on their way to northern cities.

Sportsmen and business men are coming to Jacksonville. They're building their homes here, investing their money in Jacksonville's growing industries. They know that investments made here now will return steady, permanent profits. And they know that nowhere else in America can you find a more delightful place to live.

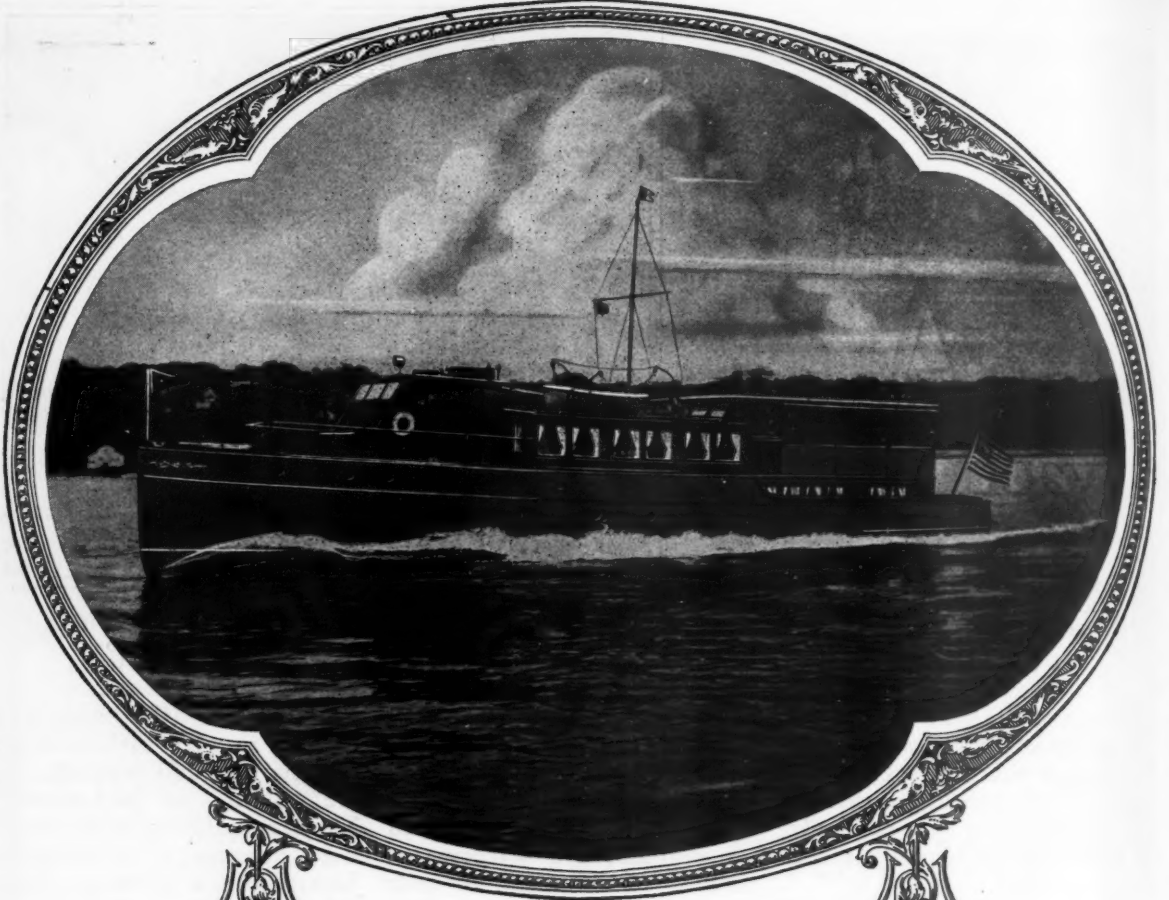
The same opportunities for healthful, outdoor living and for permanently profitable investments are open to you. Luxurious hotels await you. Sports of all kinds invite you. Write for the free booklet. Address Believers in Jacksonville, P. O. Box 318, Jacksonville, Florida.

Believers in Jacksonville

"AN ASSOCIATION OF REPRESENTATIVE BUSINESS MEN
INCORPORATED FOR THE SINGLE PURPOSE OF COMMUNITY ADVERTISING.
AFFILIATED WITH THE JACKSONVILLE CHAMBER OF COMMERCE"



When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York

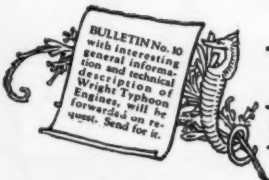


*A*NOTHER fine yacht, Mr. Edward S. Moore's "Zinganee II", designed and built by Consolidated Shipbuilding Corporation, Morris Heights, New York, is powered with a pair of Wright Typhoon Engines.

The 1100 horse power thus produced gives this 80 ft. express cruiser a speed of 30 miles per hour. These 550 horse power Typhoon Engines weigh less than many marine engines of one-third their horse power.

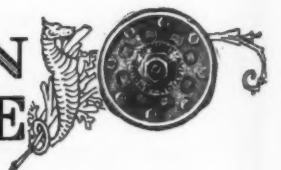
The "Zinganee II" is a powerful express cruiser, the outstanding characteristics being comfortable and commodious accommodations for owner and guests combined with this extremely high speed.

WRIGHT AERONAUTICAL CORPORATION
 Paterson, N. J., U. S. A.



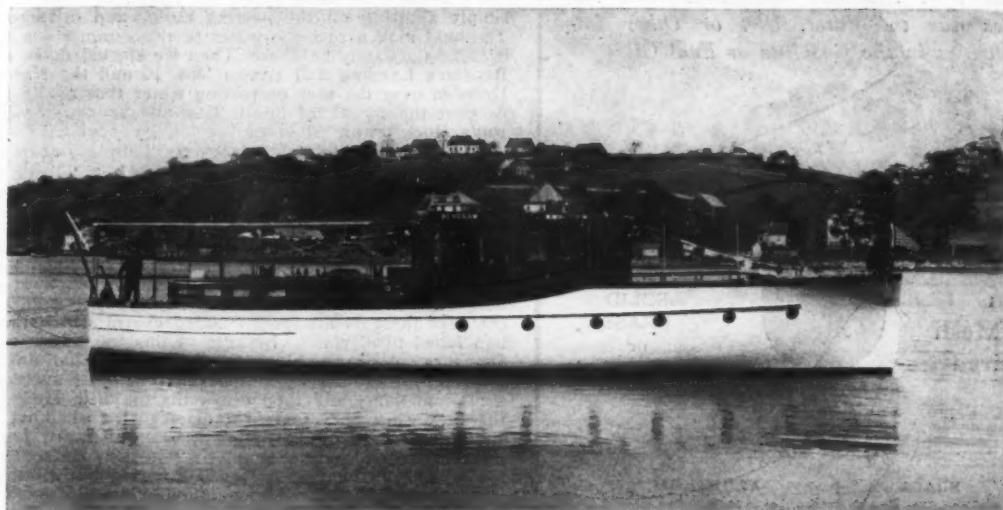
BULLETIN No. 10
 with interesting
 general information
 and technical
 description of
 Wright Typhoon
 Engines, will be
 forwarded on re-
 quest. Send for it.

WRIGHT TYPHOON MARINE ENGINE



Advertising Index will be found on page 182

Just One of Many



Finished With Woolsey's Marine Paints and Varnishes

Dear Sirs:

I have been using your paint and varnish on the "RENEGAW" and other boats for some time past and find them very satisfactory, both as to quality and price.

Would you please send me your finest builder's price? Find enclosed a photo of yacht "RENEGAW" designed and built by me for Mr. H. L. Wagner, of Penn Yan, New York State.

Yours very truly,

O. A. HAM YACHT WORKS,
Mahone Bay, N. S., and Brunswick, Georgia.



Gives the smoothest sailing bottom. With absolute protection against fouling by seaweed, barnacles or boring teredo worm.



Waterproof—Will Not Turn White. High Lustre—Elastic—Durable. A Particular Varnish—For Particular People.

Unbeatable for Whiteness and Wearing Qualities. Will not crack, blister nor peel. Leaves an ideal surface for repainting.



C. A. WOOLSEY PAINT & COLOR CO.

Quality Products Since 1853

JERSEY CITY, N. J., U. S. A.

Bosworth Filter

Prevents Fuel Stoppage and Eliminates All Troubles due to Water, Dirt or Other Impurities in the Gasoline or Fuel Oil



**Furnished
in
Any Mesh
Desired**

**Manufactured
of
SOLID
BRASS
or
ALUMINUM**

FOUR SIZES

BRASS	ALUMINUM
No. 125— $\frac{1}{4}$, \$5.00	No. 125— $\frac{1}{4}$, \$7.50
No. 250— $\frac{1}{4}$, 7.50	No. 250— $\frac{1}{4}$, 11.25
No. 375— $\frac{1}{4}$, 10.00	No. 375— $\frac{1}{4}$, 15.00
No. 500— $\frac{1}{4}$, 20.00	No. 500— $\frac{1}{4}$, 25.00

Write today for further particulars.

Bosworth Filter Company, Inc.
15 Wilbur Avenue, Long Island City, N. Y.

Consider Beaver Engines

Beaver Engines will give long years of steady, uninterrupted, economical service—because they are built up to that standard.

Beaver Marine Engines are available in sizes from 4 cylinder 50 H.P. to 6 cylinder 225 H.P. medium speed.

BEAVER MANUFACTURING CO.
41 - 25th STREET MILWAUKEE, WIS.

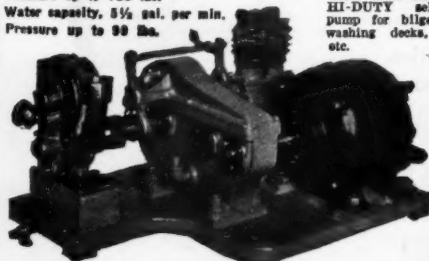
*for steady
service*
Beaver

AQUA-PRESSOR Air Compressor and Hi-Duty Bilge Pump

NOT TOO LATE TO ORDER—EASILY INSTALLED

Air capacity, 1.8 cu. ft. per min.
Pressure up to 125 lbs.
Water capacity, 5½ gal. per min.
Pressure up to 90 lbs.

COMPRESSED air for whistle, water tanks and fuel supply. A HI-DUTY self-priming water pump for bilges, fire protection, washing decks, muddy anchors, etc.



For use only on yachts equipped with lighting plants. Single unit compressor or water pump can also be had. ½ HP motor, 32 or 110 volts. Very best materials used, carefully made for service, thoroughly guaranteed. Write or Wire for Full Details

Adopted by Elco Works Manufactured by
BOWLER, HOLMES & HECKER CO., 259 Greenwich St., N. Y. City

Twenty-six Feet from Broadway

(Continued from page 172)

of the camp meeting singers and the saxophonist on the hill and the far away strains of the violin at Godfrey Ludlow's hands. So we stopped for lunch, not anchoring but simply shutting off the purring motor and drifting, where we could look across the water to the summer camps lying back of the sandy beaches. Then we started down towards Benson's Landing and Beacon No. 16 and the Narrows of Dresden over the ever narrowing water that finally brought us past the mouth of South Bay and around the bend to Put's Rock within sight of the big gates of the Whitehall lock. In a few moments we were tooting our horn, the gates were opening to admit us and then as quickly closing behind us and Jobeana and her crew were literally lifted out of Lake Champlain into the canal harbor beside the little city park at Whitehall.

To me there has always been a certain fascination to going over ground but once previously travelled. Each turn and landmark revives memories of its earlier exploration and when the second view is from an opposite point of the compass there is always an added charm which the initial trip failed to disclose. Because of this the return cruise of Jobeana gave to the Skipper and the Mate a half dozen days of delightful sailing down the canal with its succession of locks and dams and then down the majestic Hudson until the little ship once more came under the shadows of the Palisades. A two night stop at Fort Edward found the tug Amsterdam and her good Captain gone on some errand for which tug boats are especially fitted but all the other friends which had been new found upon the north bound trip were there to welcome us, and the stay was made pleasanter thereby. They immediately deserted everything that looked like business and devoted themselves to entertaining the Skipper and Mate by way of taking them over to view the sights at Glens Falls and Saratoga and then to get a glimpse of that unmatched jewel, Lake George, in the early evening. Then there was a stop over night at Pleasantdale, which this time lacked all the high water, and rain, and excitement of the earlier experience at that port. Another night at Catskill, anchored close to the bank of the deep quiet little river, but this time with no Elizabeth to keep us company. Then two days in the creek at Eddyville while the Skipper applied new white paint to Jobeana's hull, and gave the brasses an extra good polish and put everything into ship shape for the return to Manhattan and then, finally came the last day's run down the Hudson. But the last day was not to be without its thrills even though the Skipper and his Mate had become blasé with respect to wind and water. It seemed that day as though Haverstraw Bay had decided to stage a special welcome and farewell for this pair of amateur mariners and as a part of the celebration had called upon her friend the weather man to stir up a little breeze to roughen the wide reaches of her shallow waters. By the time Jobeana reached that point in the day's run the cooperation between wind and water was complete and the little ship had her nose in the air every moment until the narrowing of the stream finally relieved the situation. Five weeks earlier it would have been a mildly terrifying experience but on this day it seemed to be the thing necessary to divert the minds of those two persons most concerned from the ever-recurring thought that this experience was nearing its end. Then, too, it was subordinated to an earlier experience of the day, when at the sharp and narrow turn which makes the Hudson so beautiful at West Point the Skipper had been obliged to share the river with an upbound Day Boat and to take her tremendous wash at rather closer quarters than is comfortable with a twenty-six footer. The result of this was that Jobeana climbed a wave that looked to the Skipper to be at least half as high as the Woolworth Building, and then dropped kerplunk into the trough of it only to meet another one almost as formidable. The casualties consisted of Skipper and Mate being scared out of a year's growth and the breaking of three cups which foolishly jumped from their hooks in the galley when the little craft dropped off the top of the first big wave.

Sunday morning, exactly five weeks after the first entry was made in Jobeana's log, three open boat mariners stood on the dock at Palisades Park and discussed the Gold Cup races just completed at Manhasset. A little farther down a man, a woman and a small boy each untied a paper parcel and proceeded to adjust and then bait, with a long dead fish, a wire crab trap. Still further along a big red ferry officially pushed its way into a dock and unloaded a bustling and much dressed up throng of men and women and small

(Continued on page 180)

WILCOX

Neverust Brand

BOAT NAILS

HOT
GALVANIZED
Heavily Coated
with
**Pure
Zinc**



Unretouched photograph shows heavy, pure zinc coating on Neverust Nails. Blunt point, round head, $\frac{3}{4}$ inch to 6 inch. Chisel point, round head, $\frac{3}{4}$ inch to 4 inch. Also galvanized boat rivets, fastenings, lag screws, carriage and machine bolts.

Guaranteed by this
Trade Mark.



TRADE MARK

Many more pounds of pure zinc are used to coat a keg of Neverust Boat Nails than are used in other coating processes. That is why they are in demand among boat builders who build a craft for lifetime service. Neverust Nails have been known to hold for fifty years in many bottoms and were in good condition when pulled out.

The large quantity of pure zinc used, coupled with the hot dipped method by which they are coated, produces galvanized iron nails in which you may place *absolute reliability*. No method of coating has survived the test of long, hard service like the hot dipped method, successfully used on Wilcox, Crittenden Marine Hardware for nearly seventy years.

It all comes back to the NAIL. If the nail gives way a leak starts. You can afford only the best and most dependable—the Wilcox, Crittenden NEVERUST BRAND. Insist on getting Neverust.

Send for booklet "The Truth About Galvanizing."
Buy at your dealers or write us for his address.

WILCOX, CRITTENDEN & CO., Inc.

Est. 1847

4 So. Main St., Middletown, Conn., U. S. A.

Answering the need for a yard where Long Island Sound and visiting yachts can obtain quick, efficient and reasonably priced service.



The New Haven Marine Construction Company

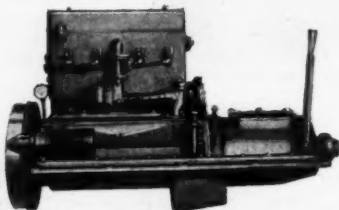
West Haven,
Conn.



Yacht and Commercial repair work of all kinds. New Construction.

FRISBIE VALVE-IN-HEAD MOTOR The New Model "S"

18 to 40
Horse Power
600 to 500
R. P. M.
Bore 4"
Stroke 5"
251 cu. in.
Displacement
Write for full details
of this and other
Frishie Motors



FRISBIE MOTOR COMPANY
7 COLLEGE STREET MIDDLETOWN, CONN.



KROH BOAT TOPS



Used by
Chris Craft
Purdy Boat Co.
John Hacker
and others.

KROH TOPS are made right and fit right. Honest work and best grade of materials have made Kroh Tops the choice of America's best known runabout builders and designers. Send for our catalog showing a complete line of Boat Tops, Spray Hoods, Life Preservers, Cushions and Pillows.

C. Z. Kroh Mfg. Co., 1920 Linwood Ave., Toledo, O.

Twenty-six Feet from Broadway

(Continued from page 178)

boys, together with innumerable small girls and babies who amy have been all girls or all boys so far as any casual observer could tell. Everybody carried something, but usually the woman of each party carried a baby. Generally the man carried a package or a basket which obviously contained the luncheon. Each small boy carried the parcel which would be nothing other than the crab trap and the dead fish. In short it was Sunday morning in New York. Jobeana's Skipper strolled down the wide planked dock and talked with the three mariners as to whether they would consider a Sunday morning sail through the Harlem river preferable to a sail around the Battery, and gathered that they individually and collectively favored the floating berry crates of the Harlem to the floating ferry boats of the Battery. That being the case, the Skipper decided that the final lap of this cruise would be past the tall building of lower Manhattan. So the wheel was put to starboard and we sailed in the sunlight down past the Tomb and dodged ferries and tug boats and a liner or two and numerous excursion boats and finally rounded the Battery itself to sail sail beneath Brooklyn Bridge and meet the first of the long procession of little ships scurrying down with the tide from the races at Manhasset. Hell Gate was almost as still as the well known mill pond this quiet morning, for we had finally mastered the table of tides which had for so long mystified us each time we consulted the Nautical Almanac and we had arrived for once at Hell Gate Bridge on slack water. Once again we were on the Sound with its blue water and bright sunlight, and all the little boats in the world seemed to be passing us as they hurried home from the fun of the races. Then came fleets of little sailers in the Star class and the usual Sunday array of yawls and sloops and cruisers until the light at Execution Rock was right beside us and the Skipper put the wheel hard to port and headed into Echo Bay and Jobeana's mooring, with the red and white float to guide the boat hook. The Mate had divided her time that morning between the galley and the forward deck, where the sunlight was particularly warm and welcome. Neither she nor the Skipper had been especially talkative, each seeming to feel that such an occasion as this could not be helped by speaking of it. But finally she came down to give the roast a last inspection before assuming her Mately duties in helping to pick up the mooring and it was then she remarked to the Skipper: "It all looks so very familiar that it seems we have not been away at all." The Skipper continued to focus his gaze on the rapidly approaching float of the mooring but he sighed to himself a very little sigh, and then as he reached for the boat hook and silently calculated how long it would take twenty-six feet of hull to cover the intervening fifty feet of water he answered, "I was thinking that very thing myself. I wonder if we have ever been more than 'Twenty-six feet from Broadway.'"

C. G. Fisher Heads Montauk Club

(Continued from page 39)

satisfying every wish of the yachtsman, as well as providing facilities for supplies, fuel, etc., so that they can be put on board with the greatest of ease.

Station No. 3 will be located on Montauk Lake at Montauk Point, Long Island. Montauk Lake is a body of water some three miles long by a mile wide located in the new Carl G. Fisher development at Montauk Point about seven miles west from the extreme end of Long Island. This body of water until recently has been an enclosed lake but an opening is now being cut through into Block Island and Long Island Sounds and with the jetties which are to be erected, will be of sufficient depth to permit the largest motor yacht to pass from the sea into Montauk Lake. The Lake itself will be dredged to a sufficient depth to provide sufficient navigation and anchorage for all yachts. There is no question but that Montauk Lake will form the finest enclosed body of water found anywhere on the Atlantic Coast. Being entirely landlocked, it will provide a safe and comfortable anchorage at all times and by next summer yachtsmen will probably make Montauk Lake the rendezvous of their annual cruises.

On an Island located on Montauk Lake, Station No. 3 of the Montauk Yacht Club will be built. It is doubtful whether any yacht club in existence at the present time, will be as elaborate as Station No. 3, if the present plans are followed.

Carl G. Fisher has been elected Commodore of the club, with Walter P. Chrysler, Vice Commodore and Caleb S. Bragg, Rear Commodore.

no.
al
ut
ly
a-
el
ne
k.
ck
ld
er
at
ry
t-
ne
of
d
ed
x-
il
g
m
as
d
g
ac
ck
ne
ne
m
in
d
as
rt
h
te
d
m
s-
on
ly
re
r-
ll
ay
to
ne
te
et
y-
ix

g
n
n-
er
w
en
ly
an
d
be
st
he
de
re
st
ic
nd
er
us

3
ul
ill
ol-
b,
S.